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APPENDICES

This is one of three documents.

The other two documents --
the Draft General Plan and the summary "Imagine a Greater City" --
may be obtained by calling (818) 405-4206.

August 1992

General Plan Technical Appendices

List of Sections

- A. Fall 1991 Summary of Workshop Results
- B. Spring 1992 Summary of Workshop Results
- C. 1990 Census Summary
- D. Land Use Inventory
- E. Existing Traffic Conditions

Please note:

The Draft General Plan Fiscal Impact Report will be distributed at a later date.


The General Plan Fiscal Impact Report, the General Plan Parcel-Specific Database, and the General Plan Environmental Impact Report will be added in 1993.



TECHNICAL APPENDICES

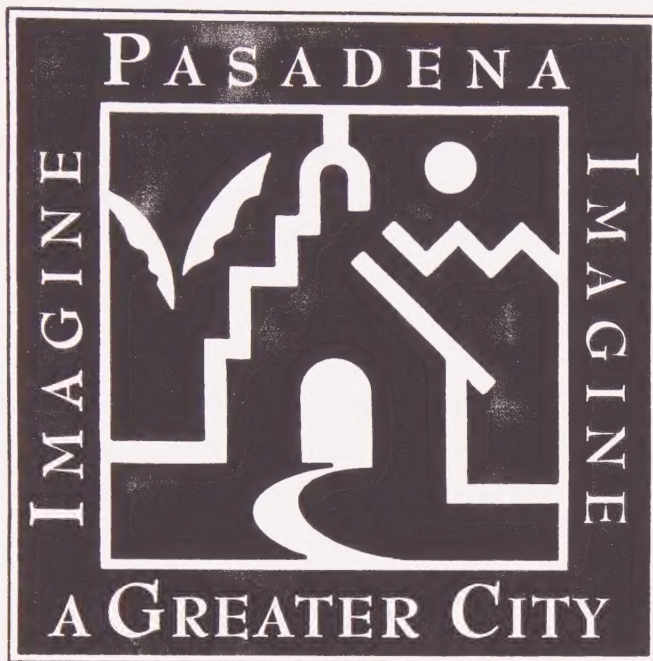


FALL 1991 SUMMARY OF WORKSHOP RESULTS



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*City of Pasadena Comprehensive General Plan Revision
Community Outreach Program*

Fall 1991 General Plan Workshops SUMMARY REPORT

A Summary of Major Findings from the Citywide Forum and Seventeen Community Workshops Held in November and December, 1991.

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Appendices

- A. Copies of Meeting Agendas
- B. Copies of Workshop Feedback Forms
- C. *Mapping the City* Summary Maps (by topic area)

I. INTRODUCTION AND SUMMARY OF MAJOR FINDINGS

The first phase of the Community Outreach Program was designed to facilitate broad community participation in the City's General Plan Revision, supported by extensive public information and education regarding current planning issues. In order to involve all segments of the diverse Pasadena community in the Outreach Program, the City sponsored or facilitated numerous activities and events.

These efforts reached over 65,000 people, and actively involved approximately 1,000 residents and friends of Pasadena from all areas of the city. Community organizations and groups participated in great numbers, with about 40 groups either hosting speakers from the City or sponsoring their own General Plan workshops.

A summary of overall findings appears below, followed by a presentation of key findings from the Citywide Forum and Community Workshops. (Section II and the Appendices contain additional detailed results and copies of feedback forms used to gather written comments.)

A. Summary of Overall Findings

The first phase of community outreach proved to be very successful at gathering the opinions from a broad cross-section of the Pasadena community. The community workshops sponsored by the City and by various community organizations yielded detailed information about the community's perceptions, goals, concerns and recommendations related to land use, mobility and growth management. Resulting from community discussions, there are several key areas of agreement and some potential issues to be resolved through future discussions.

An analysis of results from both the structured questions and the many open-ended comments reveals the following major findings:

Major Areas of Agreement

- Pasadena residents favor **open space preservation** and acquisition of parks where possible.
- They are opposed to uncontrolled growth, but favor **targeted growth** that serves community needs and enhances quality of life.
- Residents feel strongly about **preserving Pasadena's existing character and scale**.
- **Economic development in the Northwest** area of the city is especially desired. Residents want housing renovation, and development of neighborhood-serving retail and light manufacturing (distributed throughout the city).

- **Mixed use development** is strongly favored. Residents would like to see mixed use development nodes served by transit along Colorado Boulevard, and the addition of housing to the Urban Core.
- Pasadena desires the **preservation of historic buildings** through housing renovation and adaptive re-use of commercial structures.
- **Additional housing** is needed, especially two and three-bedroom single family homes and high-quality multi-family housing.
- More **affordable housing** is needed in Pasadena and should be distributed equitably throughout the city. **Senior housing** is also needed at a variety of income levels.
- Residents favor some retail, office, light industrial and manufacturing development in several areas of the city to promote the creation of **jobs and tax revenues**.
- To serve as a gateway to the community, **East Pasadena should be upgraded** through the addition of mixed use development and light industrial and manufacturing uses. **East Colorado Boulevard** should be given special attention.
- The **design quality** of new development is important, including scale, appropriateness of style and the quality of materials.
- **Community services and facilities**, such as police substations, hospitals, teen centers and libraries need to be increased in the Northwest, and additional child care and adult day care centers are needed citywide.

Major Issues to Be Resolved

- **Light rail** transit is strongly desired in Pasadena; however the associated intensity of development may be unacceptable to some residents.
- Community opinion is mixed regarding the completion of the **710 Freeway**.
- Residents question the out-of-court settlement of the Growth Management Initiative (**GMI**).
- Some residents may be less committed than others to an **equitable distribution** of the costs and benefits associated with new development.
- There is a variety of opinion regarding the **timing and pace of growth**.

In summary, in looking to the future growth of Pasadena, many residents favor some measure of new development, especially if it meets the following criteria:

- Creates jobs, especially for residents.
- Revitalizes economic growth.
- Increases the supply of affordable housing.
- Increases the supply of senior housing.
- Is linked to transit.
- Provides needed services (such as a grocery store in the Northwest).
- Does not encroach on open space.
- Preserves the character, scale and style of Pasadena through high quality design.
- Results in an equitable distribution of the costs and benefits of growth.
- Enhances quality of life.

The next phase of the community outreach program will focus on further refinement of the conditions for growth and consideration of the costs, benefits and trade-offs associated with future development.

B. Summary of Findings from the Citywide Forum

A Citywide Forum was held on November 18, 1991 at Pasadena Center. It was attended by 350 community members, and viewed on KPAS by many others. This kick-off event included a presentation and one hour discussion period. (A copy of the agenda appears in Appendix A.)

Several themes emerged from the discussion and participant comment sheets and are summarized below. (A detailed summary of written comments appears in Section II of this report.)

- Encourage meaningful and broad community participation in the planning process.
- Plan with an emphasis on maintaining quality of life and Pasadena's special character.
- Provide planning data, maps and other information for public consideration.
- Encourage the 'greening' of Pasadena; adopt a sympathetic approach to the environment.
- Protect neighborhoods.
- Do not disregard the GMI.
- Direct development to provide jobs for residents.
- Provide housing for people who work here.
- Increase low income and affordable housing.

- Consider a housing replacement policy, commercial development fees for housing, and mixed use development.
- Provide services and facilities for children, youth and seniors.
- Improve the educational system and increase daycare.
- Ensure design quality of new developments.
- Preserve the architectural heritage of the city.
- Encourage alternative modes of travel (walking, bicycling, ride sharing).
- Develop a transit system; put more emphasis on transportation planning.

C. Summary of Findings from the Community Workshops

Following the Citywide Forum, 17 community workshops were held in locations throughout the city. These hands-on working sessions were designed to engage the community in in-depth discussions about land use, mobility and growth management issues. The City sponsored three public workshops and one workshop for members of City commissions and boards. In addition, the following community organizations sponsored General Plan workshops, using a Workshop Kit prepared by the City:

- Jefferson Children's Center
- Jefferson Children's Center (in Spanish)
- ESL Class, Sacred Heart Church (in Spanish)
- Mother's Club, Orange Grove (in Spanish)
- Board of Realtors
- Delta Sigma Theta
- Chamber of Commerce
- Bungalow Heaven Neighborhood Association
- City Planning Staff
- District 2
- Daisy Villa Homeowners
- Black Woman's Wholistic Exchange
- Black Males Forum

Each workshop followed the same process and agenda (a sample copy of the agenda appears in Appendix A), and included a presentation in one of two forms: a prepared videotape or a slide presentation given by a City representative. The presentation covered the following topics:

- Purpose and Goals of the General Plan Revision
- The Planning Process and Opportunities for Community Participation
- Current Planning Issues

- Components of a Comprehensive Growth Management Strategy
 - Type and Mix
 - Location
 - Amount
 - Timing
 - Design Quality
 - Costs and Benefits
- The Growth Continuum (Two Hypothetical "Futures")
- First Steps

After the presentation, participants engaged in a one to two hour facilitated discussion using prepared feedback forms and maps (see Appendix B for copies of feedback forms). The discussion was structured into three main parts, to address the first three dimensions of growth:

I. *Planning for Community Land Use Needs*

Discussion focused on what *types* of places are needed in Pasadena.

II. *Mapping the City*

Discussion focused on potential "change areas " in the city, including *locations* for growth.

III. *Shaping the Future*

Discussion focused on the *amount* of growth desired for the future of Pasadena.

Nearly all of the 500 workshop participants gave verbal and written comments, providing a profile of community opinion on the topics addressed. Their input will direct the technical research and planning involved in revising the Land Use and Mobility Elements of the Comprehensive General Plan.

Major findings from the community workshops are summarized on the following pages. A summary of written, "open-ended" comments for each exercise appears in Section II.

Planning for Community Land Use Needs

In order to plan wisely, the City must know what types of places or land uses seem to be lacking in Pasadena, and on the other hand, what types of places seem to be plentiful. Determining the land use needs of a community is an important first step towards deciding if and how much growth is desired and where growth should be directed.

The first workshop exercise asked the question: "What types of places are most needed in Pasadena?" A Land Use Needs Checklist was distributed to gather input from every workshop participant and to stimulate discussion about the type and mix of growth. (A copy of the Checklist appears in Appendix B; open-ended comments are summarized in Section II, pages 19-21.)

Each respondent was asked to check up to five types of places most needed in Pasadena, in each of six categories. The results are presented in a summary table on the following page, and items receiving the highest number of mentions are presented below:

	% of Total Mentions*	% of Respondents**
■ Open Space/Natural Areas	5.4%	56%
■ Daycare/Pre-school	5.3%	54%
■ Public Parks	4.5%	47%
■ Senior Housing	4.2%	43%
■ Single Family Housing (3 bedrooms)	4.2%	43%
■ Discount Stores	3.6%	43%
■ Grocery Stores	3.5%	36%
■ Homeless Shelters	3.2%	33%
■ Manufacturing	3.1%	32%
■ Single Family Housing (2 bedrooms)	3.0%	30%
■ Adult Daycare	2.9%	29%
■ Low-rise Office (1 to 4 stories)	2.6%	26%

* The percentage of total mentions is the "mention rate," or the number of times an item was mentioned (or a box was checked) divided by the total of all items mentioned (+,616)

** The percentage of respondents reflects the number of times an item was mentioned (or a box was checked) divided by the total number of respondents (+50). Percentages do not sum to 100% because respondents checked more than one box

Planning for Community Land Use Needs

Land Use Needs Checklist SUMMARY OF RESULTS

Results are presented as percentages of the total number of mentions (4,616), summarizing the opinions of 450 respondents.

HOUSING		CONVENIENCE RETAIL		SPECIALIZED RETAIL		OFFICE/ INDUSTRIAL		RECREATIONAL FACILITIES		OTHER	
4.2%	Senior Housing	3.5%	Grocery Stores	3.6%	Discount Stores (Price Club, etc.)	3.1%	Manufacturing	5.4%	Open Space/ Natural Areas	5.3%	Daycare/Pre-school
4.2%	Single Family Housing 3 bdrms	2.0%	Personal Service (barbers, cleaners, etc.)	2.1%	Specialty Stores/ Boutiques	2.6%	Low Rise Office 1 to 4 Stories	4.5%	Public Parks	2.9%	Adult Daycare
3.2%	Homeless Shelters	1.5%	Restaurants	1.8%	Department Stores	2.5%	Medical/Dental Offices	2.3%	Public Swimming Pools	2.0%	Hospitals (includes urgent care facilities)
3.0%	Single Family Housing 2 bdrms	1.4%	Gas Stations	1.8%	Hardware Stores	1.0%	High Rise Office 5 to 10 Stories	2.0%	Libraries	1.5%	Retirement Homes/ Convalescent Hospitals
2.5%	Group Homes	1.3%	Banks	1.3%	Gardening/Nurseries	0.6%	Warehouses	2.0%	Museums	1.0%	Educational Facilities*
2.2%	Apartments 2 bdrms	0.6%	Mini-Marts	1.1%	Auto Dealers	0.6%	Other	1.2%	Theaters/Cinema	1.0%	Post Offices
1.8%	Apartments 3+ bdrms	1.0%	Other (Fast Food, Video Rental, other mentions)	0.6%	Furniture Stores			0.6%	Bowling Alleys	1.0%	Police Stations/ Fire Stations
1.5%	Single Family Housing 4 bdrms			0.9%	Other (Mini-Storage & other mentions)			0.6%	Facilities to Support Active Recreation *	0.5%	Hotel/Motel
1.4%	Affordable Housing *							1.1%	Other	0.5%	Churches
1.4%	Condominiums 2 bdrms									1.0%	Other (Treatment Ctr., & other mentions)
1.1%	Condominiums 3 bdrms										
0.8%	Apartments 0-1 bdrms										
0.6%	Condominiums 0-1 bdrms										
0.6%	Other										

* Item received 10 or more mentions by respondents and was added to the original list.

Mapping the City

This segment of the workshop was designed to gather community opinions about *where* to direct growth to best accommodate land use needs. The process involved participants in "mapping the city"—determining areas where change is needed or desired for economic development or in order to support the rehabilitation, conservation or revitalization of an area's special character.

Each workshop participant marked "potential change areas" on a map of Pasadena and most specified the type of change or growth that they would like to see in those areas (see Appendix B for a reduced copy of the *Mapping the City* Feedback Form). Results were analyzed and plotted on 9 maps which correspond to topic areas that emerged from the actual comments. These maps were then analyzed and a Summary Map was prepared to present the major findings by area. This map appears on the following page. (Topic area maps appear in Appendix C.)

City of Pasadena

General Plan Revision

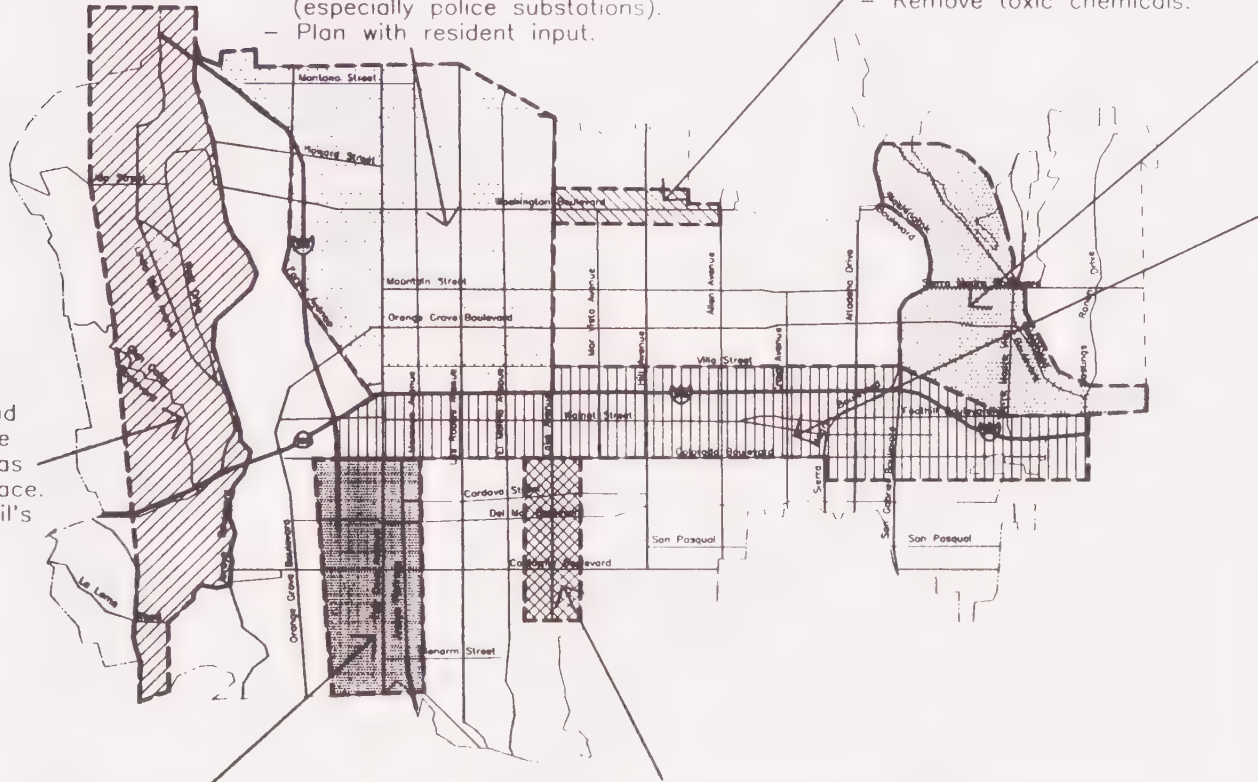
Summary Map

- Revitalize local economy
- Upgrade housing stock.
- Protect single family neighborhoods
- Add affordable and senior housing
- Develop commercial (especially retail, light manufacturing and mixed use).
- Add grocery stores.
- Add or improve community facilities (especially police substations).
- Plan with resident input.

- Add mixed use development.
- Remove toxic chemicals.

- Add light manufacturing.
- Preserve Eaton Canyon as open space.

- Preserve and enhance the Arroyo as open space.
- Protect Devil's Gate Area.



- Add mixed use development (housing with commercial, office and retail, light industrial and manufacturing).
- Build light rail.
- Survey Pasadena residents regarding 710 Freeway project.

- Do not develop further.
- Fill existing vacancies.

- Add mixed use development (senior, affordable, multi-family housing with commercial office and retail).
- Preserve historic buildings and adapt for re-use if necessary.
- Build light rail
- Encourage pedestrian scale in Old Town
- Create "gateway" to Pasadena at eastern border; revitalize area.
- Develop industrial and light manufacturing east of Allen.

Ⓢ This map summarizes workshop findings by area. (Results from the workshops held in November and December 1991 are also presented on maps according to topic area or planning issue.)

Shaping the Future

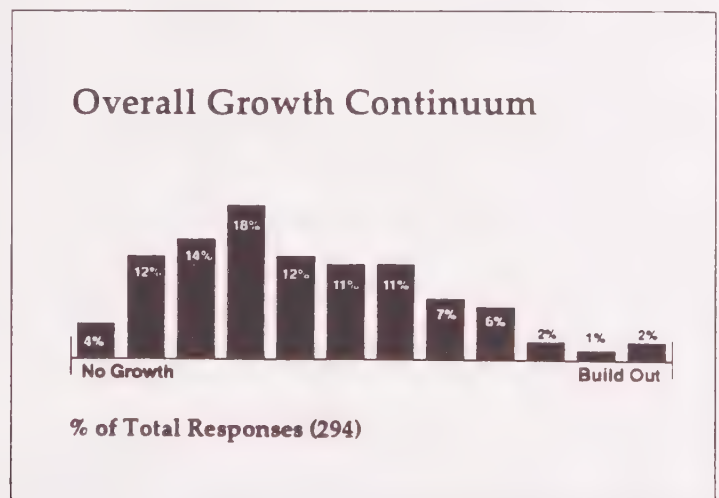
The question of the *amount* of growth desired for Pasadena's future has evoked broad community discussion over the past several years, and participants in these workshops continued the discussion, debate and deliberation.

To focus and stimulate discussion among participants, the concept of future growth was represented visually as a continuum from the existing conditions to beyond build out of the city according to current zoning. The presentation had introduced preliminary profiles of two sides of the continuum of growth, or two hypothetical "futures": the "No Growth" future and the "Build Out" future. The profiles were designed to provide some initial estimates of what each future would look like in terms of population, jobs, housing units, commercial square footage, etc. Estimates were presented in the Hypothetical Futures Summary which was distributed to workshop participants along with a feedback form (see copies in Appendix B).

Participants were asked to indicate their desired level of growth for Pasadena's future as a mark along the continuum of growth, first overall, then specific to residential and non-residential growth, in turn. Two multiple-choice questions were also asked. Results are summarized in the charts below (excluding "Don't Know" responses). The summary of open-ended, written comments appears on pages 26-29.

Overall

Overall, what level of growth do you desire for Pasadena's future?

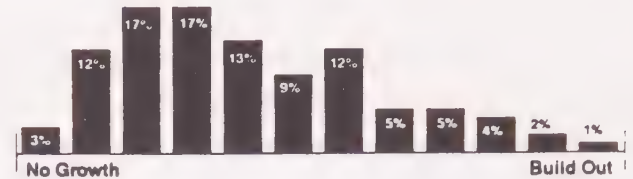


Residential Growth

(Population and Housing)

What do you think is the appropriate level of **residential** growth?

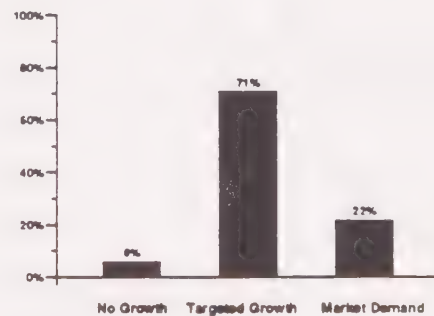
Residential Growth Continuum



% of Total Responses (315)

Which of these statements most accurately describes your ideas on the amount and location of future **residential** growth?
(n = 269)

Residential Growth

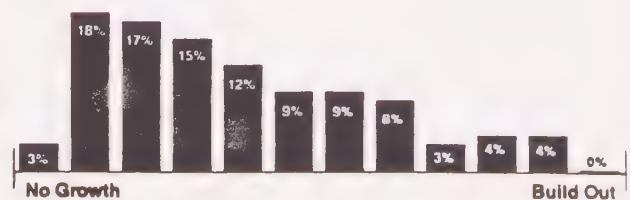


Non-Residential Growth

(Commercial, Industrial, Institutional Square Footage and Jobs)

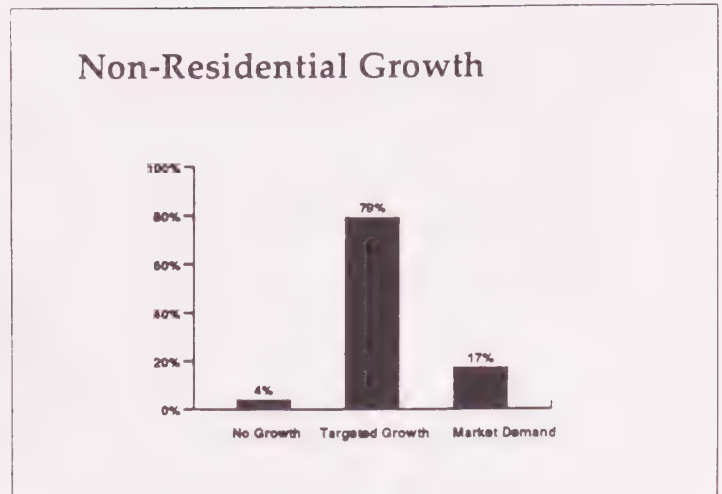
What do you think is the appropriate level of **non-residential** growth?

Non-Residential Growth Continuum



% of Total Responses (269)

Which of these statements most accurately describes your ideas on the amount and location of future **non-residential** growth?
(n = 309)



Findings from the *Shaping the Future* exercise suggest that there is no clear consensus among members of the Pasadena community regarding the amount of future growth desired; a wide range of opinion is represented. However, results indicate that relatively few residents advocate no future growth or growth determined solely by market demand. The majority of residents prefer that future growth be targeted in certain areas of the city. Residents may accept a greater amount of residential development than non-residential development.

II. DETAILED SUMMARY OF WRITTEN COMMENTS

This section presents a summary of all open-ended, written comments received on feedback forms from the Citywide Forum and the 17 workshops held in the Fall of 1991.

Comments have been analyzed and grouped according to overall topic area and content. Numbers in parentheses indicate the number of times similar comments were mentioned. Comments indicated with a dash (–) were included in the tally of mentions for the more general comment (■).

A. Citywide Forum Feedback Form

Summary of Written Comments

Environmental Preservation / Park Development

- Enhance ‘greening’ of city; adopt a sympathetic approach to the environment (30)
 - Designate more open space and park areas (13)
 - Plant additional and preserve existing trees (8)
 - Complete Devil’s Gate without soccer fields, concrete structures or paving (1)
 - Refurbish existing parks and extend them to edge of commercial district (1)
 - Reclaim riparian habitats (1)
 - Preserve key topographic features (ridgelines, knolls, canyons and arroyos) (1)
 - Control or reduce pollution (1)
 - Institute policies which stop environmental deterioration (1)
 - Design campus for pedestrians rather than automobiles (1)
 - Promote comprehensive recycling (1)
 - Examine new solid waste disposal strategies (1)
- Create a park that does not require dogs to be on leashes (1)
- Revitalize Central Park and the old Pasadena railroads (1)
- Organize volunteers to help re-naturalize the Arroyo Seco (1)
- Prevent development of single family homes on remaining hillsides (1)

Housing

- Encourage development of low-cost and affordable housing (9)
 - Construct housing to match the various income levels of the workforce (e.g. 70% Middle class, 15% Poor, 15% Upper class) (2)
 - Consider building good quality higher-density housing (2)
 - Provide incentives to developers to build affordable housing (1)

- Designate a percentage of each new development as affordable housing (1)
 - Research rehabilitating vacant lots and houses for use as affordable homes (1)
 - Convert some commercial zones to residential (multi-family) zones (1)
- Increase availability of good quality low-income and affordable housing (7)
 - In Northwest (1)
 - Outside Northwest (1)
 - In all neighborhoods (1)
 - Provide additional low-cost rentals (enforce Prop.2) (1)
 - Create housing for homeless and aged, distribute throughout city (1)
 - Allow development of granny flats (1)
- Preserve and enhance neighborhood-type residential zones (9)
 - Downzone to R-1 in single-family neighborhoods (2)
 - Retain single-family neighborhoods throughout city (1)
 - Develop single family residences in park-like setting (North of 210) (1)
 - Emphasize development of family dwellings (1)
 - Allow residents to increase their home sizes within the traditional parameters of zoning and lot size (1)
 - Keep apartment developments separate from residential areas (1)
 - Limit condo development in single family neighborhoods (1)
 - Control the amount and location of any public housing and shelters (1)
- Enforce strict apartment safety/health/maintenance regulations (2)
 - Address the decay of low-income housing and failure of owners to assume responsibility (1)
- Reexamine the restrictive 'Mansionization' laws (2)
 - Adopt new 'reasonable' approach to the development of mansions (1)
- Examine issues around housing development in San Rafael hills (1)
- Build residential units containing common open space areas for children (1)

Commercial

- Encourage development of commercial sector (6)
 - Project a welcoming and hospitable image to business and consumers (2)
 - Provide commercial developers subsidized financing, waive certain development fees, allow flexible of land-use (1)
 - Develop vacant lot on Fair Oaks Avenue (1)
 - Convert Old Pasadena into shopping and entertainment area (1)
 - Promote tourism by publicizing Pasadena's unique qualities and assets (1)
 - Develop commercial districts to build-out limits with design guidelines (1)

- Encourage employment generating development (6)
 - Specifically for Pasadena residents (2)
 - In Northwest (1)
 - In high-tech and science-related businesses (1)
- Regulate style, size and height of new commercial buildings(5)
 - Reduce maximum allowable heights in all commercial areas (3)
 - Limit high rise office buildings to 4 or 5 stories (1)
 - Reduce building size (width/breadth) to preserve open space (1)
- Guide or monitor commercial growth (5)
 - Balance residential and commercial growth (1)
 - Limit number of licenses issued for any one type of small business (1)
 - Limit new types of industries/businesses in order to retain city's character (1)
 - Facilitate establishment of minority-owned and operated businesses especially (but not exclusively) in the Northwest (1)
 - Promote light industrial development to increase tax base and reduce pollution (1)
- Check retail development (2)
 - No more large projects (e.g. SW corner of Lake and Colorado Blvd.) (1)
 - No more fast food restaurants, mini-malls (e.g. Plaza Pasadena) (1)
- Upgrade Rose Bowl Aquatics Center to a world class athletic center (1)

Mixed Use

- Allow mixed-use development (3)
- Encourage residential loft development in commercial districts (1)
- Develop mixed-use area north of 210, provide trees and open space (1)
- Establish 24-hour business park/restaurant/open space/retail area (e.g. Lawry) (1)

Quality of Life and Security

- Preserve and enhance character of city (12)
 - As small city with sense of community (4)
 - As residential community (3)
 - Create incentives for people to live, work, raise families and retire here (1)
 - Limit new types of industries and businesses so as to retain city character (1)
 - Ensure new structures are compatible with existing commercial and residential areas (1)
 - Implement down zoning to facilitate urban and housing conservation (1)

- **Maintain attractiveness of city (5)**
 - Upgrade school facilities (1)
 - Eliminate graffiti (1)
 - Enforce requirement that property owners' maintain their property (1)
- **Reduce crime (4)**
 - In Old Pasadena (1)
 - Provide more security at Plaza Pasadena and outdoor evening events (1)
 - Eliminate gangs (1)
 - Ameliorate socio-economic conditions associated with crime (1)
- **Expand range of entertainment and leisure activities (3)**
 - Expand cultural life ie. theatre, opera, concerts, museums, exhibits (2)
 - Provide wholesome environment for teens to socialize and dance (1)
- **Promote greater community involvement (3)**
 - Encourage active participation of retired community (1)
 - Utilize citizens' participation to inform decision-making (1)
- **Expand range of social services (2)**
 - Provide day care programs to meet needs of working parents (1)
 - Establish drug treatment programs throughout city (1)
- **Promote disaster preparedness (2)**
 - Concentrate on Seismic Protection for all structures (1)
 - Provide "self-help" emergency training programs (e.g. fire safety) (1)

Design Features

- **Build structures that are sensitive to climate, environment and public welfare (1)**
- **Emphasize well-designed, well-crafted structures (e.g. Police Building, Plaza Las Fuentes) (3)**
- **Ensure accessibility to people who are non-ambulatory, sight or hearing impaired (2)**

Historic Preservation

- **Preserve architectural heritage of city (8)**
 - Preserve unique historic residential and commercial buildings and districts (4)
 - Designate areas as historic districts to garner rehabilitation tax credits (1)
 - Preserve tall old trees and architecture of 1910's and 1920's (1)

Schools/Education

- **Improve quality of education in local schools (8)**

- Stop busing (2)
 - Encourage neighborhood support of and involvement in local schools (1)
 - Develop economically, socially, ethnically representative residential communities—evidenced in neighborhood school enrollment (1)
- Ensure regular and systematic school maintenance (3)
- Address congestion problems caused by growth of Pasadena City College (3)
 - Encourage transportation by foot, bicycle, or public transit (2)
 - Provide additional parking spaces (1)
- Increase attendance and completion rates in local schools (2)
- Provide instruction in visual and performance arts (2)
- Encourage more people to pursue higher education (1)

Transportation / Parking

- Develop transit system and policies which discourage use of personal automobile (9)
 - Create better transportation plans to decrease use of automobiles (1)
 - Consider mass transit for all sections of the city (1)
 - Consider extending light rail/commuter rail eastward (1)
 - Improve mass transit and shuttle services to the core of Pasadena (1)
 - Connect light rail/subway system from East L.A. to Pasadena (1)
 - Develop inexpensive, convenient forms of transportation for business & vacation travellers (1)
 - Enforce/create incentives to ride share (e.g. Commercial District "Linkages" using park and ride concept) (2)
 - Eliminate individual lots for parking (1)
- Encourage use of environmentally sound forms of transportation (6)
 - Utilize pollution-free electrical buses (as are used in Santa Barbara) (2)
 - Provide network of off-street bicycle paths (2)
 - Install more bicycle racks (1)
 - Create pedestrian-friendly, well-lit streets (1)
- Increase availability of parking (3)
 - Provide additional parking spaces in Old Pasadena (1)
 - Expand satellite parking (1)
 - Develop underground parking (especially for industry) (1)
- Repair and run old buses more frequently (1)
- Complete the construction of 710 fwy (1)
- Designate freeway connector streets (where parking is not allowed) (1)
- Synchronize traffic lights (especially during rush hour) to reduce pollution (1)

- Reduce downtown congestion caused by non-resident commuters cutting through town (1)

General Plan

- Modify or augment General Plan development and implementation(11)
 - Streamline planning and review process (avoid 3-4 month delays) (1)
 - Keep residents updated on implementation process, particularly modifications, revisions (1)
 - Focus on problems to be solved instead of issues. Set objectives and strategies for their achievement (1)
 - Consider incorporating Northwest Plan with the General Plan (2)
 - Develop Regional Plan component to General Plan through collaboration with neighboring cities and communities (1)
 - Update housing section along with Land Use and Transportation elements (1)
 - Re-adopt the "City Beautiful" approach in General Plan (1)
 - Balance zoning on both sides of freeway (1)
- Implement GMI (6)
 - Coordinate development of infrastructure with commercial/residential growth (4)
 - Control growth while maintaining historical buildings (1)
- Revise GMI downward (2)
 - Consider putting a ceiling on growth (1)
- Prioritize quality of life over development and economic growth (2)
- Control city spending (1)
- Consider annexing communities such as Altadena as extensions of Pasadena (1)
- Revise "City of Gardens" ordinance (1)
 - Avoid 'arbitrary' portioning of garden/walkway/grass areas
 - Acknowledge adjacent property owners' private use of yard space

B. Community Workshops Planning for Land Use Needs Feedback Form

Summary of Written Comments

Housing

- Expand availability of low-income and affordable housing (24), including:
 - Accessory housing, e.g. "Granny flats" (6)
 - Two-bedroom apartments (3)
 - Single-family homes (2)
 - "Entry-level" homes (2)
 - Three+ bedroom apartments (2)
 - Transitional housing (2)
 - Three+ bedroom condominiums (1)
 - All types of rental housing (1)
 - Seniors' housing (1)
- Rehabilitate existing single-family homes and apartments (20)
- Build apartments above stores, shops (4)
- Preserve single-family home character (1)
- Stop building new housing units (1)
- Build Handicapped accessible housing (1)

Convenience Retail

- Encourage development of additional convenience retail (27)
 - Grocery stores in the Northwest (15)
 - Fast food outlets South of Colorado (1)
 - Restaurants (1)
 - Open air markets, fairs, exhibits (1)
 - Market center (1)
 - Newsstands (1)
 - Large specialty grocery (1)
 - Small grocery (1)
 - Gas stations in Northwest (2)
- Control development of convenience retail (5)
 - Retain current number of retail stores (4)
 - Keep pace with changing demand (1)

- Restrain development of convenience retail (4)
 - Curtail new mall development (2)
 - Reduce and curtail mini-marts (5)
 - Prohibit development of any new retail (1)
 - Stop building fast food outlets (1)
- Mandate retention of trees in and around parking lots (1)

Specialized Retail

- Retain existing number of auto dealerships (2)
- Encourage development of specialty boutiques (1)
- Encourage development of upscale department stores (1)
- Ensure balance of supply to demand (1)

Office/Industrial

- Rehabilitate, reuse buildings, instead of creating new structures (10)
- Increase light manufacturing (3)
- Control high-rise development (3)
 - Limit building of high-rises to downtown core (1)
- Curtail high-rise development (1)
- Provide for development of additional banks in Northwest (1)
- Encourage development of non-polluting industries (1)

Parks and Recreation

- Improve park service and maintenance (4)
 - At Jackie Robinson Center (3)
 - Lighting for playing fields (1)
- Create additional parks (4)
 - Small parks (2)
 - Playing fields (1)
- Preserve Arroyo Seco (2)
- Create pedestrian and bike paths and lanes (2)
- Ensure development of parks and recreation keep pace with growth (1)

Other Land Use Needs

- Increase availability of health services (8)

- Medical clinics for low cost treatment and health education (3)
 - Hospitals, urgent care (4)
 - Hospices (1)
- Limit institutional uses in the Northwest (16)
- Enhance community service programming (9)
 - Create additional childcare facilities for all income levels (3)
 - Create infant care, and child care for before and after school hours (1)
 - Preschools (1)
 - Establish teen centers (1)
 - Establish vocational education and training center (3)
- Increase availability of entertainment or leisure activities (3)
 - Particularly for adults (1)
 - Additional clubs and/or restaurants with live music (1)
 - Create public art galleries (1)
- Build more schools (3)
- Improve public safety (2)
 - Establish citizens' neighborhood watch groups (1)
 - Create drug free zones, and streets (1)
- Preserve city view of mountains (2)
- Enable public use of school facilities (1)
- Provide mini-post offices through out city (1)
- Mount bus schedules at bus stops (1)
- Encourage church building (1)
- Discourage church building (1)

Mixed use

- Encourage mixed use development (65)
 - Along Colorado (21)
 - In downtown area (15)
 - Commercial retail and housing (12)
 - Industrial and housing, e.g. lofts, condos (10)
 - Like Third Street Promenade in Santa Monica (3)
 - Mixed use with child care (3)

C. Community Workshops *Mapping the City* Feedback Form

Summary of Written Comments

Housing

- Create additional low-income and affordable housing (8)
 - Distribute affordable housing throughout city (4)
 - Develop affordable single family housing (2)
 - Convert small multi-unit dwellings into affordable housing (1)
 - Develop better quality affordable housing (1)
- Enhance residential stability by encouraging and facilitating residence ownership (5)
 - Particularly in Northwest (2)
 - Promote construction of low-cost, single family owner-occupied housing (1)
- Limit development of multi-family units (3)
 - Especially, multi-family rental units in Northwest area (2)
- Continue to develop multi-unit dwellings (2)
 - North of Interstate 210, Fair Oaks to Pasadena (1)
 - At Central California, and other places around the city (1)
- Place apartment housing along transit routes (2)
- Encourage Single Resident Occupancy development (1)
- Rehabilitate and upgrade existing single family homes, apartments and condos (1)
- Limit building of condos and apartments in residential areas (1)
- Develop mixed -income, multi-use housing.(1)
- Develop granny flats/in-law apartments for additional senior housing (1)
- Establish additional group homes (1)
- Create a homeless shelter/service in East Pasadena.

Zoning

- Stop or limit construction of high rises (8)
 - Lower all height limits to a 5-story maximum (1)
 - Restrict Washington Boulevard construction to 3-story maximum (1)
 - Limit development in northwest and central areas to 2-story buildings (1)
- Stop building mini malls (2)
- Preserve "mom & pop" flavor wherever possible (1)
- Downzone all of northwest area to single family residential, maximum of 2 units per lot (2)

- Promote inclusionary zoning (1)
- Maintain zoning that promotes diversity (1)
- Revise zoning along Fair Oaks (2)
 - Devise 'buffer' between industrial and RS-6HD zone (1)
 - Eliminate industrial zone (1)
- Limit development (4)
 - In the Linda Vista area (1)
 - Along Fair Oaks (1)
 - Along Arroyo Parkway (1)
 - Of additional high-rise office space (1)
- Promote development along railroad corridor (1)
- Restrict Freeway development to commercial (1)
- Promote development of commercial/industrial sector for job-creation in Northwest (1)
- Require design review for any major construction in the central district (1)
- Annex portions of nearby areas (3)
 - Annex adjacent county areas (2)
 - Annex area south of Foothill Boulevard (1)

Mixed Use

- Replace commercial with mixed-use zoning (1)
- Change Colorado Boulevard to mixed use (3)
 - Add commercial and some pedestrian pockets (1)
- More mixed-use development (3)
 - Along rapid transit routes, e.g. Arroyo Parkway, and Foothill (1)
 - In Northwest region (1)
 - Along Washington and Lake (1)
- Ensure quality construction and design in mixed use developments

Historic Preservation

- Preserve, rehabilitate and re-use all historic buildings (5)
 - Assist building owners in designing and financing historical renovation (1)
- Retain building standards and design of "Old Town"(3)
- Use historic Colorado Boulevard as anchor design plan (1)
- Strengthen penalties for demolition of 50 + year old buildings (1)

- Require retention of part of original structure, design or style when renovating/ rebuilding homes, apartments, buildings (2)
- Preserve and expand the urban core: old train station, civic center and playhouse district (1)

Beautification /Improving Physical Environment

- Create gateways to the city (11)
 - Of commercial development along Colorado Boulevard (3)
 - Create gateway at Arroyo Parkway (3)
 - To city at interstate 210 (2)
 - To the North, tie in with JPL (1)
 - To the South, tie in with hospitals (1)
 - Create gateways consisting of new low-rise buildings (1)
- Work to beautify Colorado Boulevard (3)
 - Rehabilitative adaptation of buildings and retention of pedestrian scale (1)
 - Upgrade Boulevard's look and uses from Lake to the East border (1)
- Require new structures to be aesthetically compatible with existing ones (2)
- Add trees (2)
 - Add more center median trees in Washington and Lake area (1)
- Implement existing plans: KMD Urban Design, South Lake Study, Colorado Beautification Plan (1)
- Keep streets clean throughout city (1)
- Clean up area on Frontage Roads (1)
- Retain grass or dirt schoolyards (1)

Improving the Civic Environment

- Improve security, safety (13)
 - Along Fair Oaks (4)
 - In areas of illegal drug activity, esp. Northwest (3)
 - In neighborhoods, community group and police crime watch (3)
 - Install police station in Washington and Lake area (1)
- Ensure provision of quality schools throughout city. (2)
 - Especially in Washington and Lake area (1)
- Provide more day care (4)
 - Daycare and preschool in Colorado Boulevard and Lake area (1)
 - Daycare in the areas of job concentration (2)

- Adult daycare at parks (1)
- Provide multicultural museums and facilities (1)
- Provide family-oriented and children's programs and facilities throughout city (1)
- Ensure social service availability throughout city (1)
- Preserve neighborhood-feeling in residential areas (1)
- Establish policies or activities which help de-segregate economic and racial groupings within the city (1)
- Enable public's use of school facilities during non-school hours (1)

Natural Preservation / Park Development

- Develop new parks (5)
 - In East Pasadena (1)
 - Utilize flood-control area for sports and music centers, develop trails, and cafe (1)
 - Remove gravel pit and make water park area (1)
 - Create new hang gliding landing zone at Mt. Wilson to replace area lost with development of Victory Park (1)
 - Utilize land beneath power lines as passive park areas (1)
- Establish open space areas in all new developments and rehabilitation projects (2)
 - Create and maintain parks and playgrounds near high density, low income housing (1)
- Maintain existing parks and open space (8)
 - Leave the Arroyo Seco open (3)
 - Improve parks in Fair Oaks (1)
 - Improved park along New York Drive (1)
 - Maintain existing golf courses (1)
 - Preserve areas along the Glendale boundary (1)
- Implement plan to create park at Devil's Gate (1)

Economic Development / Revitalization

- Revitalize Washington and Lake area (2)
- Create discount retail areas (2)
 - Utilize vacant buildings along Fair Oaks or Lake for discount retail (1)
 - Develop discount stores at city's border on Foothill Boulevard (1)
- Refurbish /revitalize businesses along Colorado (3)

- Offer incentives to encourage revitalization between Fair Oaks and El Molino, north of interstate 210 (1)
- Make changes only to increase business revenues (1)
- City should act in partnership with business development (1)
- Activity support and promote small business development (1)
- Monitor economic viability of main commercial streets – Colorado, Lake, Washington, etc. (1)
- Relocate Lincoln Avenue obsolete businesses to south of Colorado (1)
- Introduce new light industry/manufacturing (2)
 - Allow light manufacturing along Foothill Boulevard near interstate 210 (1)
 - Replace vacant businesses with low volume manufacturing (1)

Intracity Mobility

- Do not build 710 freeway extension, divert traffic (2)
- Improve bike paths throughout city (1)
 - Especially along Washington, Sierra Madre, and California Boulevards, and San Pasqual Street (1)
- Complete Long Beach Freeway (1)
- Establish city-wide light rail system (2)
- Develop more multilevel parking along Lake Avenue (1)

Other Comments

- Upgrade infrastructure (1)
- Remove toxic chemicals (1)

D. Community Workshops Shaping the Future Feedback Form

Summary of Written Comments

Comments/Conditions for Overall Growth

- Restrict growth (16)
 - To 20-25% (5)
 - Very limited, 2-3% per annum (2)
 - No growth (1)
- See that growth is controlled or "directed" (15)

- Ensure balance of demand for with supply of land, utilities, services, jobs with their supply (4)
 - Ensure that growth is consistent throughout the city (1)
 - Ensure growth restricted to specific areas (1)
 - In central mixed-use area (1)
 - Undertake environmental impact study for each development (1)
- Ensure that quality is retained (14)
 - Preserve historic, culturally significant and visually satisfying elements of city life (4)
 - Quality architecture, sensitive urban design (1)
 - Ensure new developments' adherence to 'aesthetic' ordinances, (e.g. garden ordinance) (1)
- Adhere to GMI (8)
- Restrict new construction (4)
 - Employ adaptive re-use approach to space and growth (2)
- Rehabilitate and repair versus new building (2)
- Revise GMI downward (3)
 - To allow 25% margin of error on projection (1)
 - Overly optimistic, unrealistic projection of city's capacity to cope (2)
- Infill and increase densification to preserve open space on city perimeters (2)
- Limit development to mixed-use (1)
 - Along Colorado (1)
- Revise GMI upward, to enable greater growth (1)

Planning process

- Enable citizen participation in decision-making throughout planning process 7)
 - Incorporate voices (needs, concerns) of lower socio-economic groups and minorities into planning (2)
 - Provide citizens with updated information on local demographics, commerce, etc. (3)
 - Employ neighborhood and city-wide perspectives in planning (1)
- Use visionary ideas to shape general plan (1)
- Provide citizens with a time-frame for projected growth (1)

Comments/Conditions for Residential Growth

- Control residential growth rates (16)
 - Adjust zoning to reduce build-out growth projections (4)

- Enable need-based, demand-based growth within GMI projection (4)
 - To 35% (3)
 - Maintain growth rate city can reasonably sustain (1)
 - To 20% (1)
 - To 10% (1)
 - To additional 250-300 'regular' units (1)
 - Reduce residential growth rate (1)
- Ensure retention of neighborhood 'feel' (10)
 - Preserve single family neighborhoods (2)
 - Implement well-designed and neighborhood-sensitive plans. (1)
 - Preserve and enhance neighborhoods (1)
 - Rehabilitate existing neighborhoods (1)
 - Maintain residential neighborhoods with controlled higher density housing (1)
- Employ adaptive reuse policies (9)
 - Substitute rehabilitation and adaptive re-use for new building (6)
 - Build only on vacant lots (1)
- Encourage development of single-family units (5)
 - In northwest (1)
- Create more low-income and affordable housing (9)
 - In targeted areas (1)
 - In the northwest (1)
 - In southeast, and also Linda Vista (1)
- Ensure standards of quality are upheld (5)
- Encourage creative high density projects (4)
 - Replace dilapidated homes with apartment buildings (1)
- Enable development of multi-use, variable income housing (1)
- Create more courtyard housing (1)
- Use linkage fees and other non-tax revenues to support residential growth (1)
- Target areas that are close to rail stations (1)

Comments/Conditions for Both Residential and Non-Residential Growth

- Emphasize maintenance, improvements over new development (5)
 - Renew, rejuvenate, renovate, restore existing buildings (3)
- Balance non-residential and residential growth (4)
 - Plan to house and employ a population of 150,000 in 15 years (1)
- Expand public transport to accomodate additional people (2)

- Preserve architectural tradition of the city (1)
- Promote faster non-residential than residential growth (1)

Mixed Use

- Promote mixed-use development (11)
 - Encourage mixed use in areas already commercially developed (4)
 - Rehabilitate existing structures for mixed use (1)
 - Only mixed use; no apartments if not integrated with retail.(1)
 - Provide incentives for linked work-service-housing developments (1)
 - Support small mixed-use developments throughout city (1)
 - In Northwest Enterprise Zone (1)
- Limit mixed-use commercail in residential areas to convenience retail (1)
- Employ adaptive reuse,renovation (1)
- Use city-block scale (1)

Comments/Conditions for Non-Residential Growth

- Promote development of new industries and businesses (12)
 - Light manufacturing (3)
 - High tech clean industrial (2)
 - In Northwest (1)
 - Create jobs appropriate to demographic make-up of citizens (4)
 - Increase jobs to attract non-resident employees (1)
 - Bring in revenues, increase tax base (2)
- Control commercial growth (13)
 - Within bounds of what city can effectively absorb (6)
 - Very limited (3)
 - Restrict growth to particular areas (2)
 - To 25% (2)
 - Consider regional trends in planning non-residential development (1)
 - Maintain slow and high quality growth (1)
 - Increase tax base, not population (1)
- Control new construction and high-rise development (13)
 - Curtail new high rise development (6)
 - Limit new construction, rehabilitate existing buildings (4)
 - Ensure balance of distinctive high-rise and low-rise buildings (1)
 - Ensure 'fit' of new with existing structures (1)

- Enhance retail areas on East Colorado (1)
- Curtail development of mini-markets, (e.g., AM-PM) (1)
- Model new construction after Plaza Los Fuentes and new police building (1)

E. Community Workshops Overall Feedback Form

Summary of Written Comments

Land Use Needs

Housing

- Provide low-income and affordable housing throughout city (31)
- Support development of single-family housing (20)
 - For various sized families (1)
- Support high(er) density housing (12)
 - in certain areas only (4)
 - "Downzone" neighborhoods (2)
 - Build 3- and 4- family units (1)
- Curtail high density housing (9)
 - Particularly high-rise housing (4)
- Support diversified neighborhood communities (5)
 - Distribute homes of all value levels evenly throughout city (2)
 - Avoid "mansionization" (3)
- Create more owner-occupied housing (4)
- Improve/upgrade existing housing (4)
- Develop housing for special populations (10)
 - Provide more senior housing (4)
 - More group homes (6)

Mixed-Use Development

- Enhance mixed-use development (17)
 - Encourage building of stores/services in residential areas (4)
 - Divide city into three areas of varying levels of mixed-use (1)
 - Improve appearance of mixed-use areas (1)
- Curtail mixed-use development (2)

Suggestions for Specific Development: Private

- Encourage economic development (8)
 - Light industry (4)
 - Clean, high-tech industry (1)
 - More auto dealers (1)
 - More discount stores (1)
 - More office space (1)
- Constrain retail development (5)
 - Stop building mini-malls (3)
 - Curtail building of liquor and convenience stores in residential areas (2))

Suggestions for Specific Development: Public

- Improve medical services(5)
 - Establish urgent care hospitals and clinics (4)
- Create more libraries (3)
- Enhance education availability and programming (3)
 - Establish technical training schools (1)
 - Improve education (1)
 - Encourage educational institutions to move into the city (1)
- Establish teen centers (1)
- Build a cultural center (1)

Parks and Recreation

- Acquire and maintain open space areas (23)
- Acquire, maintain and improve parks (19)
 - Establish pocket parks (2)
 - Improve and beautify existing parks (2)
 - Provide new rosebushes and benches for Central Park (1)
- Promote recreational and cultural events (7)
 - Promote sports events (1)
 - Encourage establishment of jazz clubs (1)
- Create environments that service families and children (1)

Miscellaneous Land Use Suggestions

- Rehabilitate existing structures before adding new ones (18)
- Promote differential rates of growth (5)
 - Promote residential but limit business development (3)
 - Promote business but limit residential growth (2)
- Balance residential and business growth (4)
- Build in center of city; not out-skirts (2)
- Improve management of land use (2)
- Use land for solar energy production (1)
- Revitalize urban center in Northwest (1)

Growth Management Strategies

Suggested Rates of Growth

- Pursue slow growth policy (8)
- Emphasize medium, directed growth (7)
- Constrain growth (4)
- Encourage growth (3)

Suggested Strategies

- Build or ensure viability of city's economic base (23)
 - Create and maintain jobs (13)
 - Encourage/protect small business (4)
 - Collect linkage fees (4)
 - Increase medium-sized manufacturing (e.g. 100-150 employees) (1)
 - Encourage entrepreneurial activity (1)
 - Spur growth around conference center (1)
 - Encourage tourism and conventions (1)
 - Increase tax base (1)
 - Turn each quadrant into its own "profit center"(1)
- Adhere to standards set by GMI (7)
 - Concentrate growth in target areas (8)
- Manage growth (8)
 - Ensure adequate supply of utilities services (3)
 - Keep pace with regional commercial growth (1)

- Control market forces (1)
 - Do not let growth exceed the tax base (1)
- Modify/enhance city government's planning strategies (9)
 - Set and pursue explicit, straightforward policies (4)
 - Undertake "loose planning" (1)
 - Require city council approval for large developments (1)
 - Ensure legitimacy of EIR before commencing construction (1)
 - Start a database of other cities to emulate (1)
 - Eliminate policy of eminent domain (1)
- Enable citizen participation (5)
 - Keep citizens abreast of demographic trends, growth statistics (1)
 - Design a citizens' committee with some power over growth decisions (1)
 - Show citizens the "cost equation" (1)
 - Prioritize community and individual needs in planning (1)
 - Write GMI in narrative accessible to eighth grade level readers (1)

Mobility Issues

Alternative Transportation

- Create comprehensive and coordinated public transit system (75)
 - Create light rail system (32)
 - Expand and increase east-west bus route (10)
 - Provide regional transit system to connect with other cities (10)
 - Provide "people mover" shuttle in commercial areas and Old Town (2)
 - Establish car pool coordinating service (1)
 - Increase availability of taxis (1)
 - Utilize electric buses (1)
- Alleviate congestion (14)
 - Improve freeway off-ramp congestion (1)
 - Designate more one-way streets to improve traffic flow (1)
- Provide bike lanes/paths throughout city (11)
- Encourage increased ridership on public transit (7)
 - Create additional parking at light rail terminus (2)
 - Locate offices near transit facilities (2)
 - Require employers to provide transit passes (1)
 - Limit parking space at employment center (1)

- Provide walking corridors throughout city (7)
- Establish more parking facilities (5)
- Remove speed bumps (2)
- Provide more bicycle racks (2)
- Restrict traffic in residential areas (1)
- Encourage the use of electric cars (1)
- Reduce the number of light rail stations (1)

Traffic Lights

- Improve signal light coordination (2)
- Install more traffic lights (1)
- Install audible signals (1)

Freeway Construction

- Oppose completion of 710 (2)
- Support completion of 710 (2)

Key Components of Quality of Life

- Trees (15)
- Open space (8)
- Sense of community (6)
- Preservation of historical and cultural values(6)
- Historic buildings (5)
- Good schools (5)
- Safety (4)
- Small businesses (3)
- Diversity (3)
- History (3)
- Quiet neighborhoods (2)
- Architectural diversity (2)
- Attractive neighborhoods (2)
- Good transportation (2)
- Availability of adult education, vocational training programs (2)
- Clean water (1)

- Clean streets (1)
- Small population, low density (2)
- Fountains (1)
- Libraries (1)
- Vital urban core (1)
- Pedestrian activities (1)
- Low traffic after rush hour (1)
- Parks (1)
- Availability of housing, education, healthcare to all, regardless of income (1)

Strategies For Preserving Quality of Life

- Solicit and respond to citizen input using town hall meetings, surveys, etc. (20)
- Improve social services (9)
 - Expand day care services (3)
 - Aid the homeless (2)
 - Assist all needy groups (1)
 - Develop community based training programs (2)
- Retain and maintain "community" (10)
 - Preserve neighborhoods (7)
 - Encourage people to care for their yards (1)
 - Encourage ethnic, social diversity (2)
- Improve air quality (6)
- Increase safety (5)
 - Police vigilance and presence (1)
- Preserve historical buildings (5)
 - Keep City Hall (1)
 - Preserve train station (1)
- Improve schools (4)
- Require new construction match existing (1)
- Balance new construction with rehabilitation/renovation (1)
- Enhance "human scale" (2)
- Plant trees (2)

The Hypothetical No-Growth Future

- Limited growth (21)
- Impossible (15)
- Oppose no growth (13)
- Support no growth (10)

The Hypothetical Build-Out Future

- Oppose build-out (33)
- See build-out as impossible (8)
- Support future-directed and controlled build-out (6)
- Pursue build-out as needed (4)
- Slow rate to build-out (2)
- Use to create diversity in commercial and residential areas (1)
- Not necessary with proper land management (1)

Overall Goals for General Plan Revision

- Emphasize quality (not quantity) in developing city (18)
 - Set and uphold standards for design quality (4)
 - Promote maintenance, restoration, rehabilitation over new construction.(1)
 - Preserve city's characteristics (3)
 - Maintain city beauty (1)
 - Preserve parks and open space (2)
- Improve planning process and product (11)
 - Mitigate city bias towards development (3)
 - Reflect macro-view and future, long-range vision (3)
 - Achieve balance of views in decision forum (2)
 - Establish more comprehensive plan (1)
 - Ensure representation, participation of all social groups, neighborhoods (1)
 - Update General Plan every 5 years (1)
- Improve living conditions (4)
 - Abate pollution (1)
 - Clean up slums (1)
 - Relieve overcrowding (1)
- Encourage economic growth (3)

- Increase employment opportunities in community (1)
- Improve vehicular and pedestrian circulation (2)
 - Provide for increased pedestrian traffic (1)
 - Augment public transit system (1)
- Slow growth (2)
- Integrate immigrant population (1)
- Increase availability of affordable housing (1)
- Encourage mixed-use development (1)
- Implement GMI plan; don't let it be undermined (1)
- Allow services and facilities to grow with population (1)
- Promote recycling (1)
- Improve water system (1)

Stable and Change Areas

Change Areas

- Northwest Pasadena (18)
- Colorado Boulevard (9)
- Arroyo Seco (change back to natural state) (2)
- Washington Boulevard, west of Allen (2)
- Fair Oaks (2)
- Lincoln Triangle
- Playhouse area
- Southeast section of Pasadena
- Walnut Corridor, east of Los Robles
- Woodbury
- Del Mar Corridor, west of Rosemead
- East Lake Avenue
- Orange Grove Corridor
- Jackie Robinson Park
- Hill Avenue
- East Linda Vista

Stable Areas

- Old Town (3)
- Orange Grove

- South Oak Knoll
- West of Lake; north of Villa
- Eaton Canyon
- Linda Vista
- Tower Lake
- Raymond Avenue
- West of Arroyo Boulevard
- Bungalow Heaven
- South Oakland
- Downtown
- Single-family historic districts
- Southwest
- Northeast

Appendices

- Appendix A: Copies of Meeting Agendas
- Appendix B: Copies of Workshop Feedback Forms
- Appendix C: *Mapping the City* Summary Maps (by topic area)

Appendix A

Copies of Meeting Agendas

City of Pasadena
Comprehensive General Plan Revision
Citywide Forum

November 18, 1991
Pasadena Convention Center

7:00 – 9:45 pm
Rooms 103 – 105

Agenda

-
- | | |
|------|--|
| 7:00 | I. Welcome and Introduction <ul style="list-style-type: none"><input type="checkbox"/> Welcome<input type="checkbox"/> Introduction<input type="checkbox"/> Agenda Overview |
|------|--|
-
- | | |
|------|--|
| 7:20 | II. Overview of the General Plan Revision Process and Planning Issues <ul style="list-style-type: none"><input type="checkbox"/> The General Plan Process<input type="checkbox"/> Planning Issues and Slide Presentation |
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- | | |
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| 8:00 | <i>Break</i> |
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|------|--|
| 8:20 | III. Group Discussion <ul style="list-style-type: none"><input type="checkbox"/> General Plan Revision Goals and Issues |
|------|--|
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- | | |
|------|--|
| 9:30 | IV. Workshop Preparation <ul style="list-style-type: none"><input type="checkbox"/> Land Use Needs<input type="checkbox"/> Stable and Change Areas<input type="checkbox"/> Hypothetical No Growth/Build Out Futures |
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- | | |
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| 9:45 | <i>Close</i> |
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City of Pasadena

Comprehensive General Plan Revision Workshop Agenda

I. Welcome and Introduction

- Workshop Purpose
- Agenda Overview

**II. Presentation on the General Plan Revision
Process and Planning Issues**

- Introduction to Video
- Video Presentation

III. Introduction to Small Group Discussion Agenda

- Planning for Community Land Use Needs
 - Land Use Needs Checklist
- Mapping the City
 - Components of a Comprehensive Strategy for Managing Growth
 - Stable and Change Areas
 - Mapping the City Feedback Form
- Shaping the Future
 - Hypothetical No Growth/Build Out Futures
 - Shaping the Future Feedback Form

IV. Small Group Discussion

- Land Use Needs
- Stable and Change Areas
- Hypothetical No Growth/Build Out Futures

V. Presentations to Large Group

VI. Announcements and Close

Appendix B

Copies of Workshop Feedback Forms

Planning for Community Land Use Needs

Land Use Needs Checklist

Please check UP TO FIVE types of places you think are **most** needed in Pasadena, in each category: (in addition to all existing places in Pasadena)

HOUSING	CONVENIENCE RETAIL	SPECIALIZED RETAIL	OFFICE/INDUSTRIAL (Check UP TO THREE)	RECREATIONAL FACILITIES	OTHER
<input type="checkbox"/> Apartments 0-1 bdrms	<input type="checkbox"/> Restaurants	<input type="checkbox"/> Auto Dealers	<input type="checkbox"/> Manufacturing	<input type="checkbox"/> Public Parks	<input type="checkbox"/> Daycare/Pre-school
<input type="checkbox"/> Apartments 2 bdrms	<input type="checkbox"/> Fast Food	<input type="checkbox"/> Department Stores	<input type="checkbox"/> Warehouses	<input type="checkbox"/> Libraries	<input type="checkbox"/> Churches
<input type="checkbox"/> Apartments 3+ bdrms	<input type="checkbox"/> Personal Service (barbers, dry cleaners, etc.)	<input type="checkbox"/> Discount Stores (Price Club, Costco, etc.)	<input type="checkbox"/> Low Rise Office 1 to 4 Stories (insurance, real estate, etc.)	<input type="checkbox"/> Public Swimming Pools	<input type="checkbox"/> Retirement Homes/ Convalescent Hospitals
<input type="checkbox"/> Condominiums 0-1 bdrms	<input type="checkbox"/> Grocery Store	<input type="checkbox"/> Specialty Stores/ Boutiques	<input type="checkbox"/> High Rise Office 5 to 10 Stories (financial, corporate headquarters)	<input type="checkbox"/> Open Space/ Natural Areas	<input type="checkbox"/> Police Stations/ Fire Stations
<input type="checkbox"/> Condominiums 2 bdrms	<input type="checkbox"/> Banks	<input type="checkbox"/> Furniture Stores	<input type="checkbox"/> Medical/Dental Offices	<input type="checkbox"/> Theaters/Cinema	<input type="checkbox"/> Adult Daycare
<input type="checkbox"/> Condominiums 3 bdrms	<input type="checkbox"/> Mini-Mart	<input type="checkbox"/> Gardening/Nurseries	<input type="checkbox"/> Other: (specify)	<input type="checkbox"/> Museums	<input type="checkbox"/> Hospitals
<input type="checkbox"/> Single Family Housing 2 bdrms	<input type="checkbox"/> Video Rental	<input type="checkbox"/> Hardware Stores		<input type="checkbox"/> Bowling Alleys	<input type="checkbox"/> Post Offices
<input type="checkbox"/> Single Family Housing 3 bdrms	<input type="checkbox"/> Gas Stations	<input type="checkbox"/> Mini-Storage		<input type="checkbox"/> Other: (specify)	<input type="checkbox"/> Hotel/Motel
<input type="checkbox"/> Single Family Housing 4 bdrms	<input type="checkbox"/> Other: (specify)	<input type="checkbox"/> Other: (specify)			<input type="checkbox"/> Other: (specify)
<input type="checkbox"/> Senior Housing					
<input type="checkbox"/> Homeless Shelters					
<input type="checkbox"/> Group Homes (for abused women, teen mothers, etc.)					
<input type="checkbox"/> Other: (specify)					

Please use the reverse side for additional comments.

Feedback Form



Circle the areas in the city that you consider **Potential Change Areas**

All areas that you border, to designate as potential change areas, will be considered **Stable Areas**.

If desired, use numbers or letters to link your notes with the Change Areas you have identified on the map.

Hypothetical Futures Summary

Features	No Growth Future*	Build Out Future**
<i>Population</i>	131,591 ¹	167,777 ²
<i>Housing Units</i>	53,032 ¹	66,188 ²
<i>Commercial/Industrial Sq. Footage</i>	32,182,000	136,022,000 ³
<i>Institutional Sq. Footage (e.g., educational, medical)</i>	2,683,000	3,485,097 ⁴
<i>Jobs</i>	103,461 ⁵	437,2296
<i>Vehicle Trips Per Day</i>	Build out would result in a 25% increase in residential trips and a 320% increase in commercial/office trips ⁷	
<i>Revenues</i>	Modest increase (unless new revenue sources are identified)	Significant increase
<i>Expenditures</i>	Increase in expenses could outpace revenues	Cost of providing services to meet the demands of new development could exceed City resources
<i>Services</i>	Difficult to maintain City services	Demand for services could exceed City's ability to provide services

NOTES

ALL FIGURES ARE APPROXIMATE.

- * The hypothetical No Growth Future assumes existing land use and development conditions remain constant within Pasadena.
- ** The hypothetical Build Out Future assumes maximum effective densities and development based on current zoning.
- ¹ 1990 U.S. Census.
- ² 1988 study (Michael Brandman Assoc.), updated with 1990 Census household size; reflects subsequent zoning changes.
- ³ Figure represents 80% of actual build out to maintain consistency with the Population Capacity Study.
- ⁴ Figure reflects approved plans, such as Cal Tech and Huntington Hospital Master Plans.
- ⁵ Interpolation of SCAG Small Area Forecast, 1987-2010.
- ⁶ Assumes 1990 ratio of commercial/industrial square footage/job (311.1)
- ⁷ Current data pending completion of transportation study. Projected data prepared by Korve Engineering based on existing and projected land use data provided by the City of Pasadena.

Shaping the Future Feedback Form

The concept of future growth can be represented as a continuum from the existing conditions to beyond build out of the city according to current zoning. The hypothetical No Growth and Build Out futures are two points on this continuum. Your desired level of growth for Pasadena's future can also be represented as a mark along this continuum. Please help shape the future of Pasadena by answering the following questions:

Overall

Overall, what level of growth do you desire for Pasadena's Future?

Please place an "X" on the growth continuum to indicate your desired level of growth relative to the No Growth and Build Out Futures:



Residential Growth (Population and Housing)

What do you think is the *appropriate level of residential growth*?

Please place an X on the growth continuum to indicate your answer:



Which of these statements most accurately describes your ideas on the *location of future residential growth*? Please check one:

- ☐ No future residential growth.
- ☐ Residential growth targeted in certain areas of the city.
- ☐ Residential growth determined by market demand.
- ☐ Don't Know.

Non-Residential Growth (Commercial, Industrial, Institutional Square Footage and Jobs)

What do you think is the *appropriate level of non-residential growth*?

Please place an X on the growth continuum to indicate your answer:



Which of these statements most accurately describes your ideas on the *location of future non-residential growth*? Please check one:

- ☐ No future non-residential growth.
- ☐ Non-residential growth targeted in certain areas of the city.
- ☐ Non-residential growth determined by market demand.
- ☐ Don't Know

Comments:

City of Pasadena

Comprehensive General Plan Revision

Overall Feedback Form

Please write any additional comments that you may have regarding these or other related topics. Use reverse side for more writing space if needed.

Thanks for your participation!

Land Use Needs

The Hypothetical Build Out Future

Stable and Change Areas

Mobility Issues (Transportation, Transit, Circulation)

The Hypothetical No Growth Future

Overall Feedback Form (page 2)

Please write any additional comments that you may have regarding these or other related topics. Use reverse side for more writing space if needed.
Thanks for your participation!

Overall Goals for the General Plan Revision

Strategies for Preserving and Enhancing Quality of Life

Strategies for Managing Growth in Pasadena

Other Comments

Key Components of Quality of Life in Pasadena

Appendix C

Mapping the City Summary Maps (by topic area)

Interpretation Note:

This exercise was completely open-ended; that is, respondents were given a blank map and asked to indicate "potential change areas" and the types of changes desired in those areas. Comments and area demarcations were then content-analyzed, sorted by topic or planning issue and summarized on the following maps.

The number of respondents who circled a particular area *and* indicated a similar type of change for that area was tallied. Frequencies of mention are indicated by patterns on the topical maps. However, frequencies (3-6 mentions, 7-10 mentions, 11-14 mentions, 15+ mentions) represent the number of respondents who made similar comments on their individual maps but do not represent the level of agreement reached by workshop participants during small group discussions.

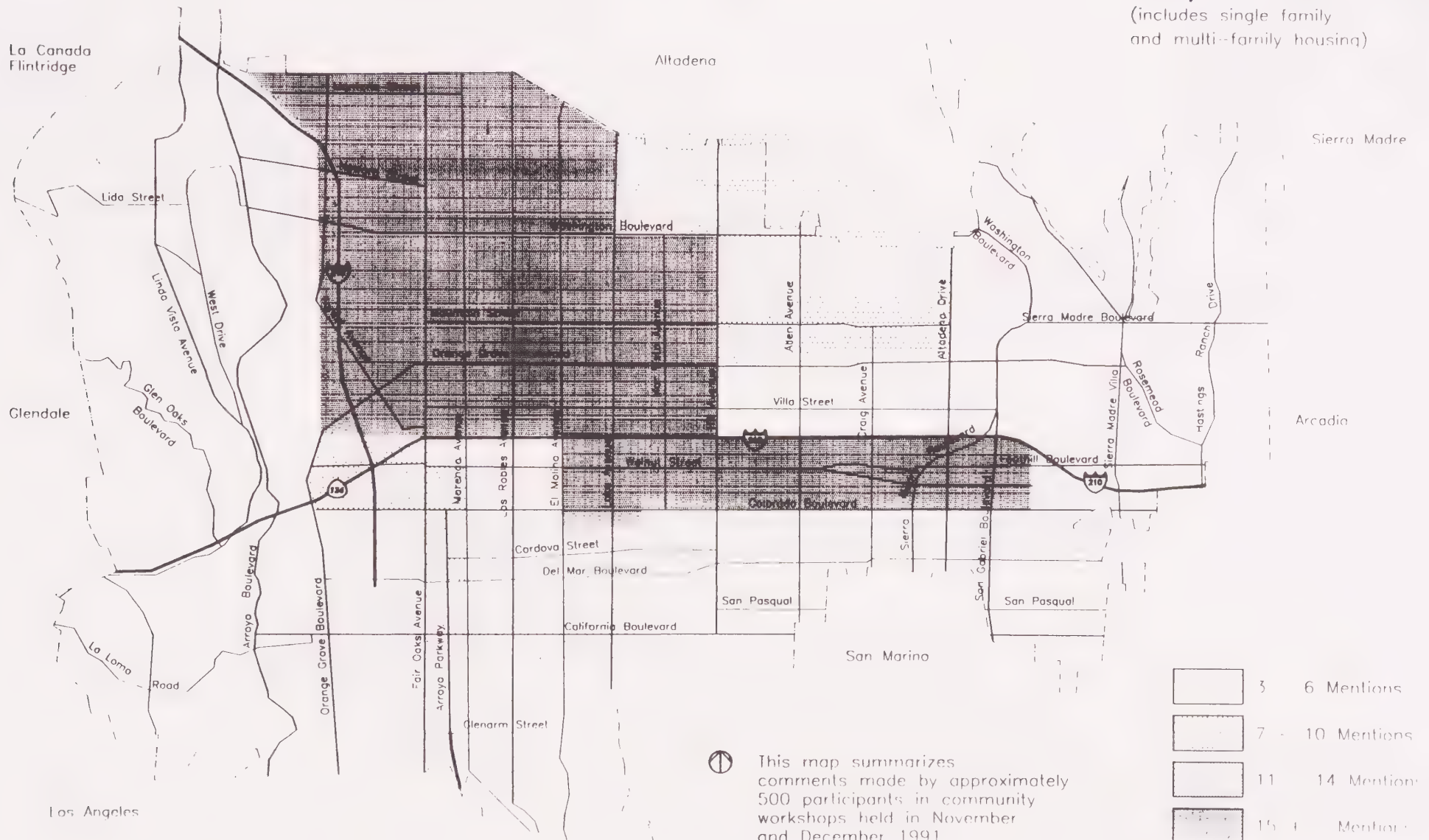
The frequencies of mentions should be interpreted as minimums due to the open-ended nature of the exercise which resulted in minimal overlap in the areas and types of change identified. Patterns should be read as relative levels of agreement among participants.

City of Pasadena

General Plan Revision

Housing Renovation and/or New Housing

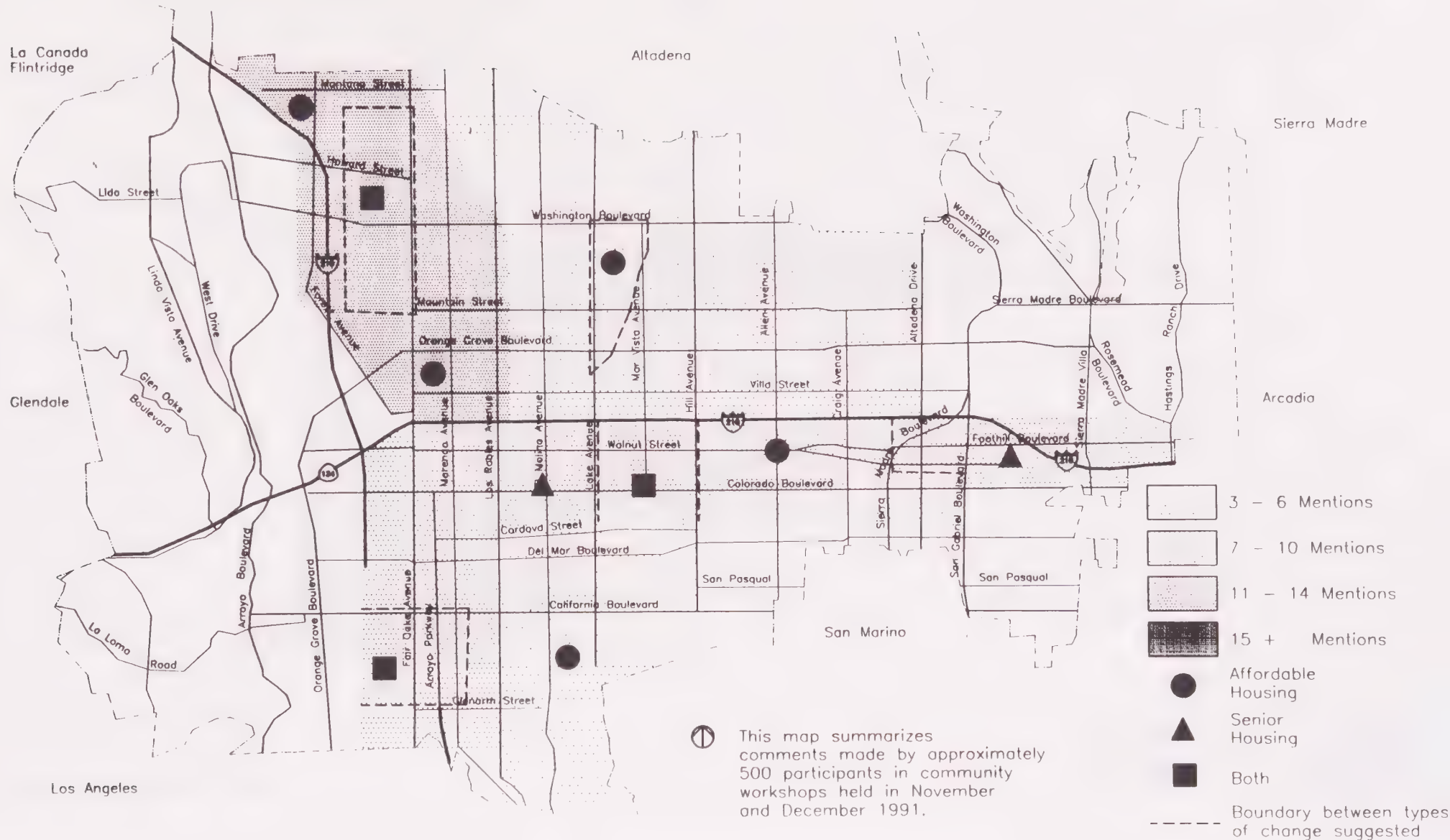
(includes single family
and multi-family housing)



City of Pasadena

General Plan Revision

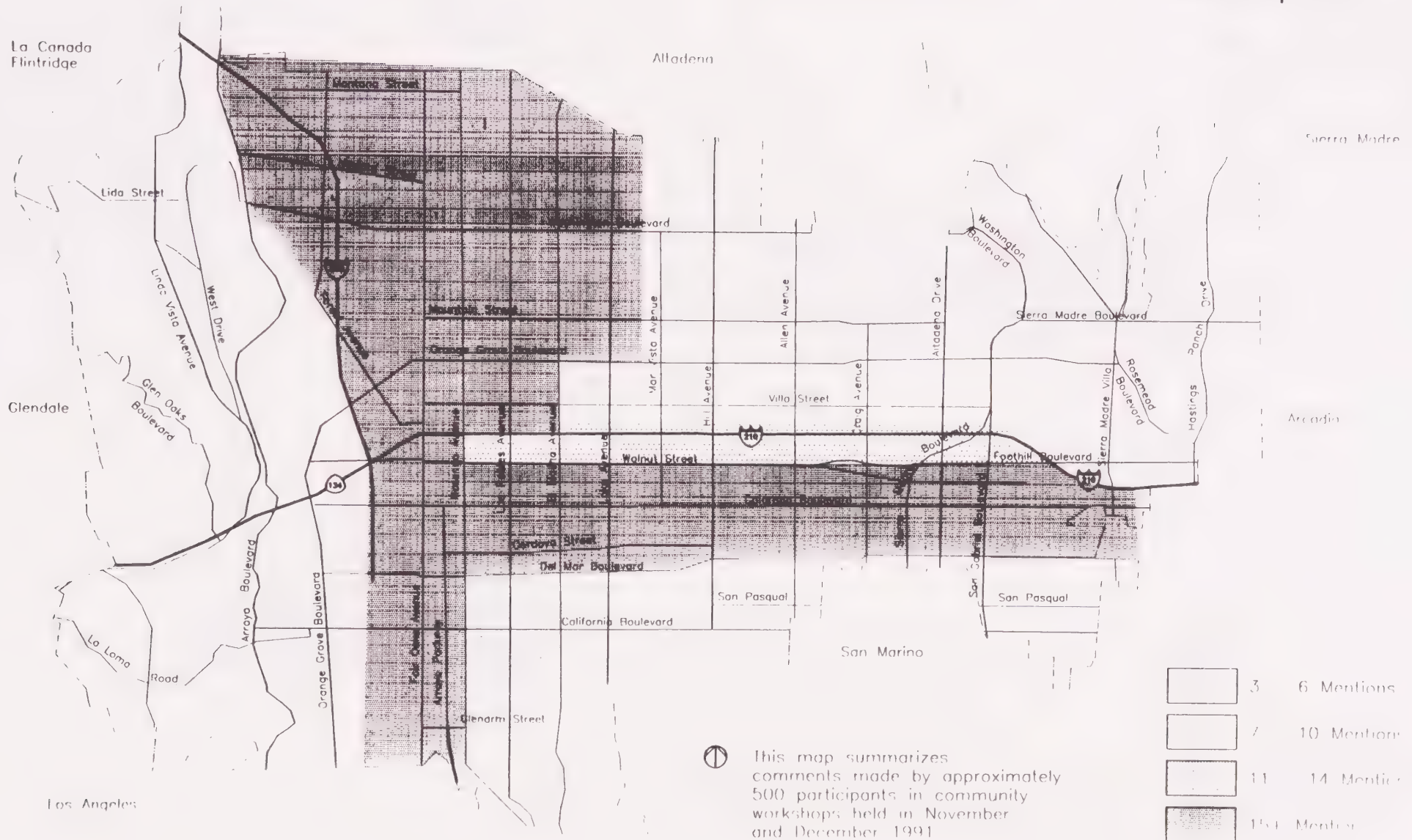
Affordable Housing and Senior Housing



City of Pasadena

General Plan Revision

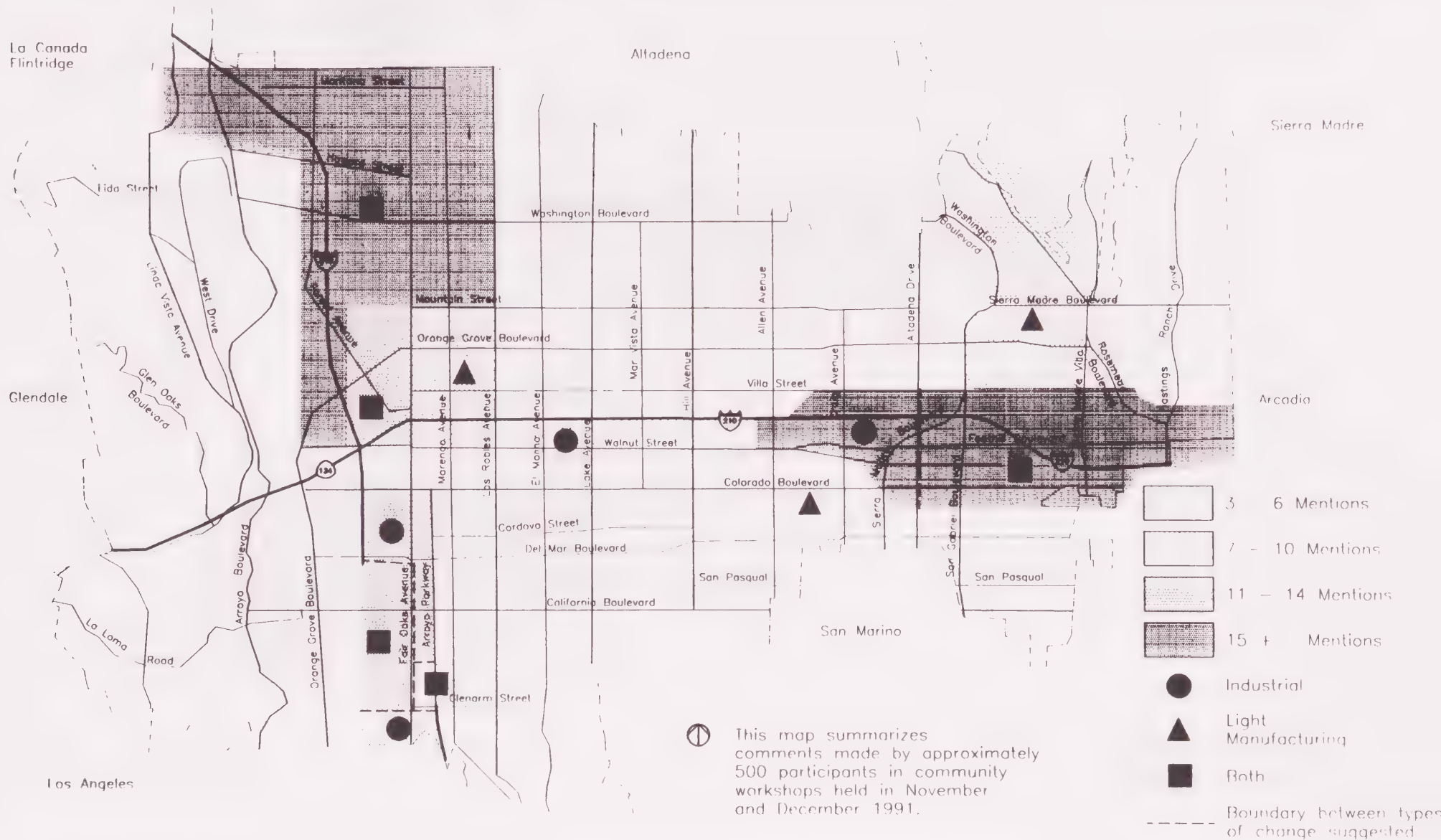
Mixed Use Development



City of Pasadena

General Plan Revision

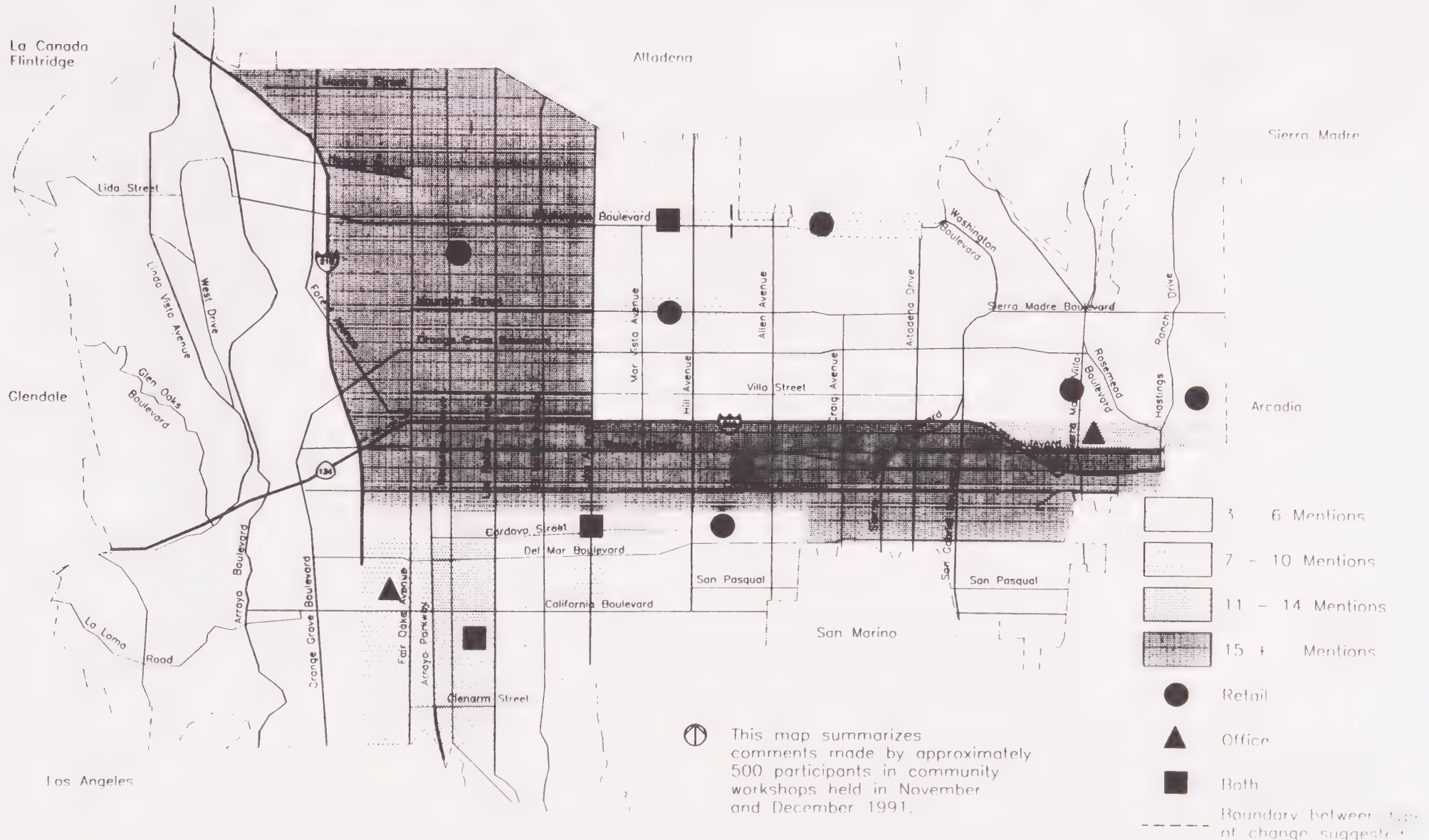
Industrial and Light Manufacturing



City of Pasadena

General Plan Revision

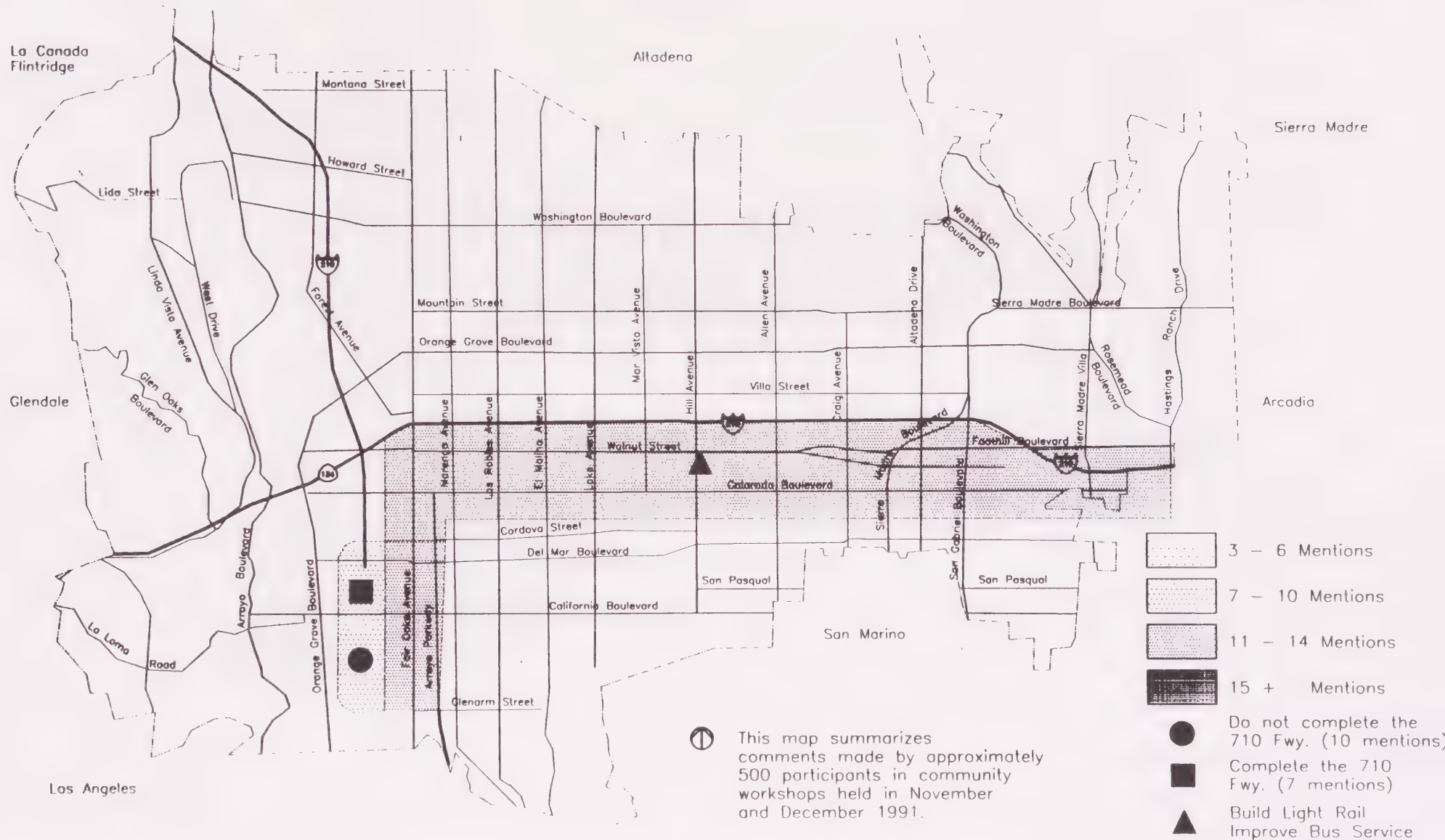
Office and Retail



City of Pasadena

General Plan Revision

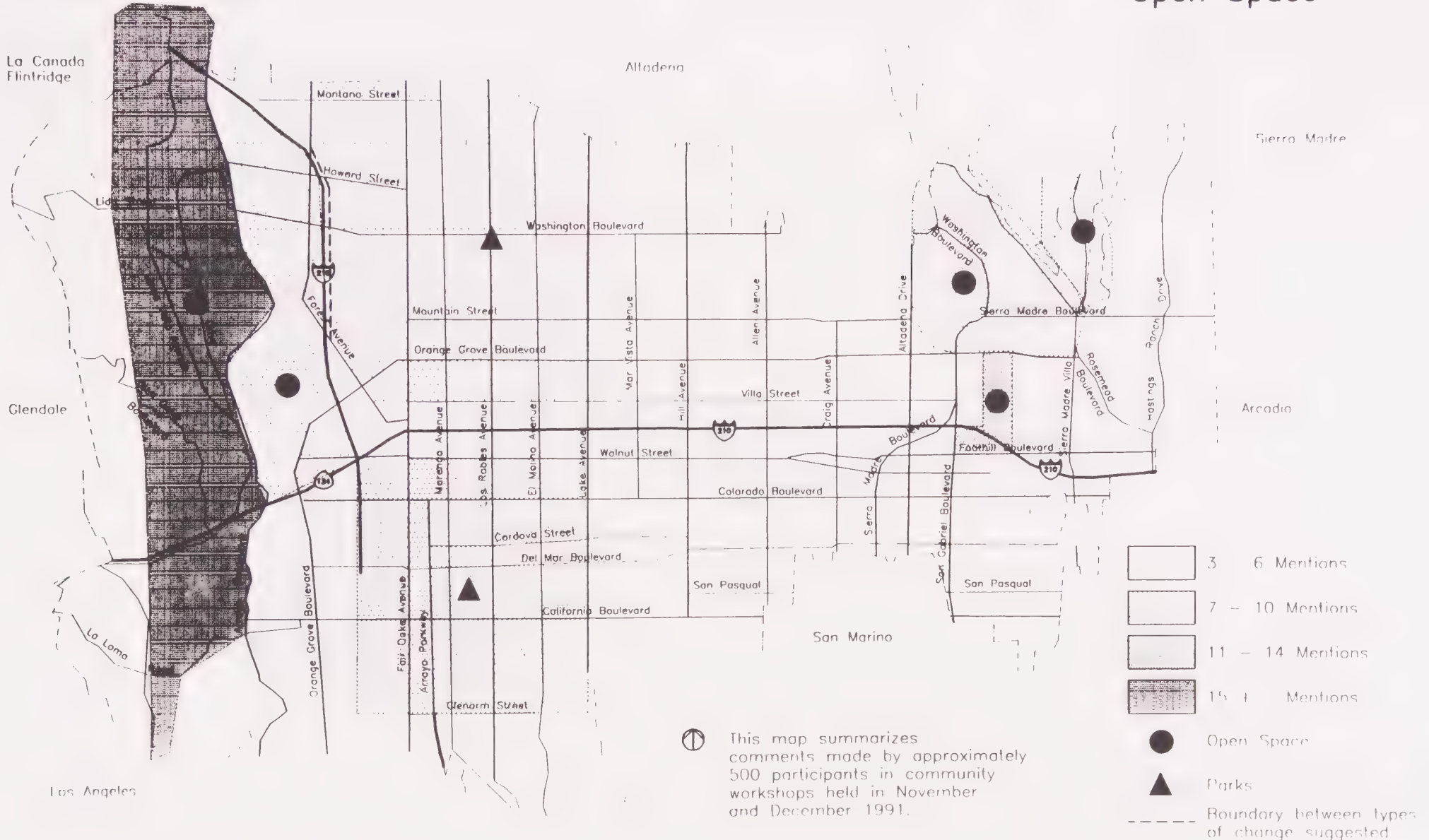
Transportation



City of Pasadena

General Plan Revision

Parks and Open Space

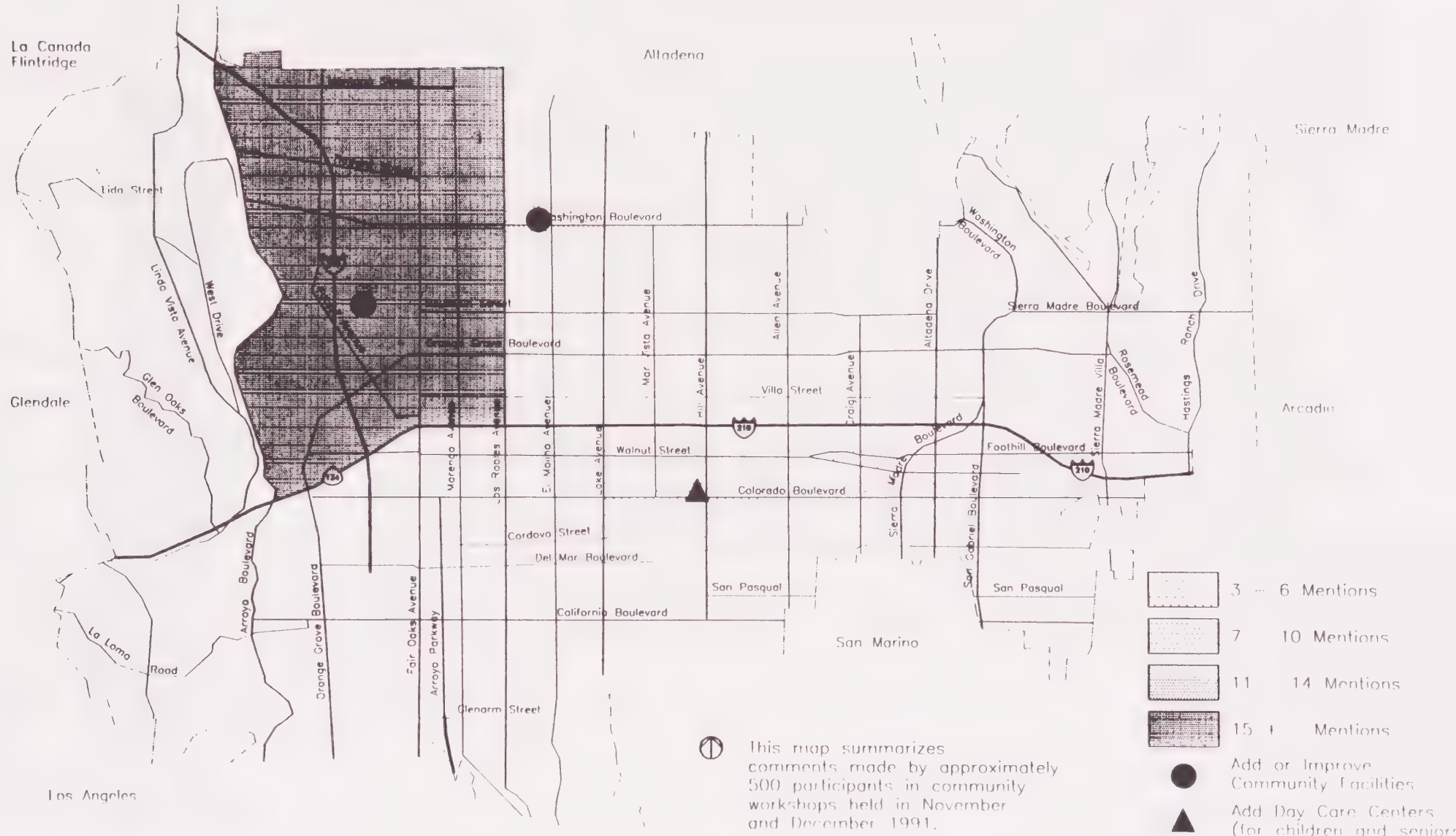


City of Pasadena

General Plan Revision

Community Facilities

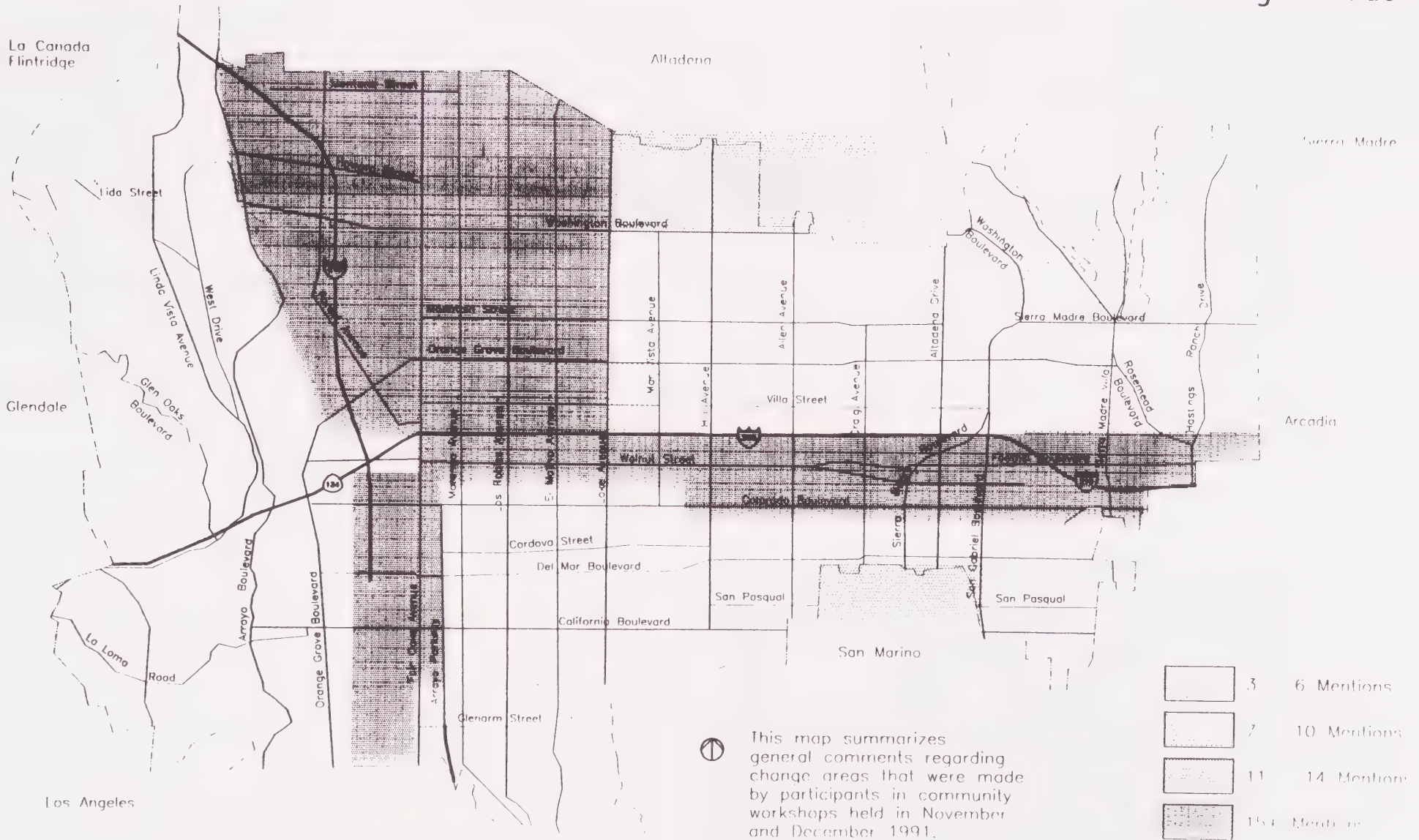
(Police Substations, Libraries, Day Care, Hospitals, Schools)



City of Pasadena

General Plan Revision

Undesignated Change Areas



TECHNICAL APPENDICES



SPRING 1992 SUMMARY OF WORKSHOP RESULTS



*City of Pasadena Comprehensive General Plan Revision
Community Outreach Program*

Spring 1992 General Plan Workshops SUMMARY REPORT

A Summary of Major Findings from the Citywide Forum and Ten Community Workshops
Held in April and May, 1992.

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June 1992

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	B. <i>Managing the Rate of Development</i>	
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	D. Other Responses	

Appendices

- A. Copies of Meeting Agendas
- B. Copies of Workshop Participant Workbook, Sketch Plan Strategy Area Map, Land Use Trade-off Exercise Mapboard
- C. *Creating a Community Vision* Results by Workshop and Strategy Area

I. INTRODUCTION AND SUMMARY OF MAJOR FINDINGS

The second round of community events associated with the City's General Plan Revision was designed to facilitate continued broad participation in planning for the future of Pasadena. In order to involve all segments of the diverse Pasadena community in the planning effort, the City sponsored or facilitated numerous activities and events. Extensive public information and education regarding current planning issues supported the community participation program.

These efforts reached over 65,000 people, and actively involved approximately 800 Pasadena residents and friends in the second round of activities. Community organizations and groups participated in great numbers, with about 30 groups either hosting speakers from the City or sponsoring their own General Plan workshops.

The General Plan Trade-off Exercise, a custom-designed "board game", was used in the ten workshops to engage participants in creating a vision for the future of Pasadena in a specific, realistic and visual way. The workshops focused on consideration of the costs, benefits and trade-offs associated with future development.

A summary of overall findings appears below, followed by a presentation of key findings from the Citywide Forum and Community Workshops. (Section II and the Appendices contain additional detailed results and copies of forms used to gather written comments.)

A. Summary of Overall Findings

The second phase of public outreach involved members of the Pasadena community in in-depth discussions about Sketch Plan concepts and ideas for specific areas. The workshops sponsored by the City and by various community organizations yielded detailed information about the community's preferences and recommendations related to land use, mobility and growth management. An analysis of results from both the structured questions and the many open-ended comments reveals the following major findings:

Land Use Issues

- In general, workshop findings indicate that Pasadena residents favor some future development, but to a lesser extent than proposed in the Sketch Plan. Based on averages, participants preferred about **12% less non-residential growth** and **22% less residential growth** than proposed in the Sketch Plan.
- Participants wanted **more commercial development and more parks** than proposed in the Sketch Plan.

- Participants indicated that they wanted **less office, hotel and residential development** than proposed in the Sketch Plan.
- Compared to the Sketch Plan, workshop participants wanted **less overall growth in Strategy Areas 4, 12, 18, 23, 24, and 34**, and **more growth in Areas 6, 9, 13, 29 and 33**.
- The anticipated benefits or values that participants considered most important in their consideration of future development were: "**fits with city, neighborhood and/or historical character**," "**creates jobs**" and "**upgrades or maintains design quality**."
- "**Increased traffic congestion**," "**loss of the city's existing character**," and "**loss of open space**" were considered the three most important costs or impacts of development.
- In general, workshop participants favored targeted citywide **commercial** development to **provide a greater diversity of goods and services** to the city's neighborhoods and to **promote economic growth**.
- With respect to retail development, participants often mentioned a desire for **small stores**, such as specialty boutiques, arts and crafts stores and neighborhood-serving stores.
- Workshop participants also favored a moderate degree of **industrial development** in order to **provide jobs for residents**. Development of newer, light and high tech industries was seen as more desirable than development of traditional industries.
- Residents favored the development of small, **pocket parks** throughout the city.
- Many residents opposed the development of **high rise buildings**.
- Most participants wanted to curb the development of **liquor stores and mini malls**.
- Residents generally preferred the placement of **office and industrial uses near to the freeway**.
- Residents advocated the citywide development of **childcare and senior care facilities**.
- Residents supported the location of a **skills training center** in an industrial and office intensive area.

- Several participants advocated the development of more **affordable, multi-family housing**.
- Many residents favored **mixed use development** as a way to reduce traffic and create a greater sense of community.
- Enhancements to the **major entrances** to the city were recommended by several workshop participants.
- Residents are divided over the development of **hotels**. Some residents are opposed to all hotel development, while others are opposed to large hotels but favor the development of small, up-scale hotels.
- The establishment of consistent and high quality **design standards** to guide development throughout the city was strongly desired. Residents want to **preserve Pasadena's existing character**.

Mobility Issues

- Most workshop participants agreed with the mobility goals and strategies proposed in the Sketch Plan. The majority **supported mass transit and reducing reliance on automobiles**. Some participants registered qualified support for the proposed mobility goals due to concerns about the safety and convenience of mass transit and the potential for inconveniences caused by strategies to discourage automobile use.
- Community members were concerned about the impact of additional **drive-through traffic on residential areas**.
- Some residents would like to see additional **parking** in selected areas throughout the city, while others are opposed to adding parking because it may encourage more auto use.

Growth Management Issues

- According to workshop results, Pasadena residents have **a variety of opinions about the amount, type and rate of future growth** that is appropriate for the city.
- There is concern about whether the General Plan will manage and control future growth as well as or better than GMI. Substantial support exists for non-market based growth controls, and **phasing mechanisms** in particular.
- Many participants expressed a desire to continue **direct participation in development decisions**. Residents especially want to be involved in decisions that affect their neighborhoods.

B. Summary of Findings from the Citywide Forum

A Citywide Forum was held on April 6, 1992 at Pasadena Center. It was attended by 250 community members, and viewed on KPAS by many others. The event included a two-part slide presentation and two half-hour discussion periods. (A copy of the agenda appears in Appendix A.) Participants first discussed findings from the first round of workshops held in Fall, 1991 and the Six Guiding Principles that were developed in response to those findings. (A seventh principle was suggested at the Citywide Forum; all seven will appear in the revised General Plan.) Participants also discussed the "Sketch Plan", a preliminary document that identifies 35 special strategy areas and tailored planning policies and strategies that might be applied to each area. Several themes emerged from these discussions and participant comment sheets and are summarized below.

- Harmonize future development with the existing character of Pasadena; preserve historic resources and trees.
- Promote Pasadena as a healthy family community; define our strengths and get the word out.
- Add a seventh guiding principle: encourage and promote the city as a cultural, educational, scientific, corporate and entertainment center.
- Enhance the economic viability of Pasadena; plan with economic feasibility in mind.
- Emphasize slow and controlled growth.
- Develop specific plans for directed development areas.
- Express a strong commitment to children by designating land, promoting quality education, etc.
- Ensure accessibility for all residents and visitors; accessible housing, transportation and services are essential to a great city.
- Encourage mixed use development with housing and businesses combined.
- Address loss of affordable housing; improve housing in the Northwest.
- Improve the East Washington area to better serve the neighborhood; develop as an urban village.
- Require developers to pay their own way.
- Include in-depth consideration of mobility issues in all land use discussions.
- Consider whether light rail transit will serve enough people to make it a smart investment.
- Provide protected bicycle corridors and allow bikes on all public transit.
- Do not designate East Washington as a "smart corridor."
- Continue to involve the community in major planning decisions.
- Require voter approval of the General Plan.
- Ensure a consistent approach between planning and implementation.

C. Summary of Findings from the Community Workshops

Following the Citywide Forum, ten community workshops were held in locations throughout the city. These hands-on working sessions were designed to engage the community in in-depth discussions about land use, mobility and growth management issues. The City sponsored three public workshops at Webster Elementary School, Blair High School and the Jackie Robinson Center. In addition, the following community organizations sponsored General Plan workshops at the Elks Club, using the General Plan Trade-off Exercise and a team of trained facilitators from the City's Planning department:

- | | |
|--|--|
| – Linda Vista/Annandale Association
with East Arroyo Residents
Association | – Mothers' Club |
| – Arroyo Seco Council with ESL class
(in Spanish) | – Upper and Lower Hastings Ranch
Association with South Orange
Heights Association and the
Housing and Homeless Network |
| – Coalition for Quality Public Schools | – Board of Realtors, Pasadena |
| – Districts 2 and 6 | Advocates, Chamber of Commerce |

Each workshop followed the same process and agenda (a sample copy of the agenda appears in Appendix A), and included a presentation in one of two forms: a prepared videotape or a slide presentation given by a City representative. The presentation covered the following topics:

- | | |
|--|-----------------------------|
| ■ Status of the Planning Process | ■ Seven Guiding Principles |
| ■ Summary of Findings from the Fall
Workshops | ■ A Preliminary Sketch Plan |
| | ■ Next Steps |

After the presentation, participants engaged in a one to two hour facilitated small group discussion using the General Plan Trade-off Exercise and a Participant Workbook (see Appendix B for copies of the mapboard and workbook). The discussion was structured into three main parts:

I. *Creating a Community Vision*

Discussion focused the cost and benefit trade-offs associated with different types, amounts and locations of development.

II. *Managing the Rate of Future Development*

Discussion focused on how to manage the timing and rate of future growth.

III. *Planning for Enhanced Mobility*

Discussion focused on proposed mobility goals and strategies.

Nearly all of the 290 workshop participants gave verbal and written comments, providing a profile of community opinion on the topics addressed. Their input will direct the development of the Draft General Plan Land Use and Mobility Elements.

Major findings from the community workshops are summarized on the following pages. A summary of written, "open-ended" comments for each exercise appears in Section II.

Creating a Community Vision

The first part of the workshop small group discussion involved the General Plan Trade-off Exercise, a custom-designed "board game" used to engage participants in creating a vision for the future of Pasadena. (See Appendix B for a copy of the mapboard and Sketch Plan Strategy Area map.) Using colored plastic cubes to represent desired land use types and amounts of development, participants expressed their preferences for future growth and considered the associated costs, benefits and trade-offs. Each group addressed two or three directed development areas and/or other areas defined by participants.

The table below presents the aggregated results of 34 small group discussions, involving 290 participants, at 10 workshops. The tables and text on the following pages present results by strategy area. Numbers in the tables correspond to the numbers of cubes proposed by the Sketch Plan or the average number designated by workshop participants. Results for other close-ended questions are summarized at the end of this document.

Aggregated Results (All Areas)

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	24*	32.0*	NA
<i>Office</i>	84	54.4	NA
<i>Industrial</i>	40	41.4	NA
<i>Institutional</i>	16	16.0	NA
<i>Hotel</i>	8	4.1	NA
<i>Other</i>	-3	1.0	NA
Non-Res. Subtotal	169	148.9	NA
<i>Residential</i>	43	26.1	NA
<i>Park</i>	0	20.5	NA
<i>Mixed Use</i>	NA	28.3	NA

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	23,056	18,093	-27.43%
<i>Peak Hour Trips</i>	20,297	16,992	-16.28%
<i>Non-Res. Sq. Ft.</i>	8,450,000	7,445,000	-11.89%
<i>Housing Units</i>	2,150	1,675	-22.09%

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=290).

Area 4

Norton Simon Museum, Ambassador College, Elks Club and Vista del Arroyo

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	1.1*	-2.0 – 5.0
<i>Office</i>	8	2.3	-2.0 – 8.0
<i>Industrial</i>	0	0.0	0.0 – 1.0
<i>Institutional</i>	6	3.2	-10.0 – 14.0
<i>Hotel</i>	4	0.9	0.0 – 4.0
<i>Other</i>	0	0.1	0.0 – 2.0
Non-Residential Subtotal	19	7.6	-7.0 – 19.0
<i>Residential</i>	1	1.5	-0.5 – 9.0
<i>Park</i>	0	1.3	0.0 – 5.0
<i>Mixed Use</i>	NA	1.9	0.0 – 19.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	2,112	752	-64.58%
<i>Peak Hour Trips</i>	1,824	796	-56.36%
<i>Non-Res. Sq. Ft.</i>	950,000	380,000	-60.00%
<i>Housing Units</i>	50	75	+50.00%

Workshop participants generally supported development a cultural and education center, with complimentary commercial uses. Many participants, however, were opposed to the proposed relocation of the area's automobile dealerships. Rusnak auto dealer in particular was viewed as an asset. A significant number of participants also opposed the addition of office and hotel uses in the area. The few participants that did favor a hotel favored a small and "San Francisco" style structure. Participants strongly favored the strengthening of the area's identity as a gateway to the city, and in particular desired a stronger connection to Old Town. With regard to all development, most participants favored limiting the height of buildings to three stories and adopting high-quality design standards.

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=62).

Area 6

Central District Area North of Del Mar and West of Fair Oaks

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	3.0*	0.0 – 20.0
<i>Office</i>	1	2.4	0.0 – 12.0
<i>Industrial</i>	0	1.0	0.0 – 10.0
<i>Institutional</i>	0	0.4	0.0 – 2.0
<i>Hotel</i>	0	0.0	0.0 – 1.0
<i>Other</i>	0	0.0	0.0 – 0.0
Non-Residential Subtotal	2	6.9	1.0 – 43.0
<i>Residential</i>	5	4.5	0.0 – 10.0
<i>Park</i>	0	0.5	0.0 – 5.0
<i>Mixed Use</i>	NA	1.6	0.0 – 6.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	290	860	+196.48%
<i>Peak Hour Trips</i>	578	1,194	+98.79
<i>Non-Res. Sq. Ft.</i>	100,000	340,000	+240.00%
<i>Housing Units</i>	250	225	-10.00%

Workshop participants generally favored growth in this area at levels higher than proposed in the Sketch Plan. Participants desired additional commercial growth with an emphasis on service to local residents and the development of "mom and pop" stores. Office development was also suggested at levels above the Sketch Plan. Residential growth was favored at a level comparable to the Sketch Plan, with numerous suggestions for an emphasis on moderate density, multi-family housing. Several comments were also made about the need to increase the availability of parking in the area. (Although 22 persons provided quantitative preferences for this area, very few offered written or verbal comments.)

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=22).

Area 9 Orange Grove and Fair Oaks

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	2.3*	-5.0 – 15.0
<i>Office</i>	1	1.3	-4.0 – 9.0
<i>Industrial</i>	0	0.6	-1.0 – 6.0
<i>Institutional</i>	0	0.8	-2.0 – 5.0
<i>Hotel</i>	0	0.2	0.0 – 4.0
<i>Other</i>	0	0.3	0.0 – 4.0
Non-Residential Subtotal	2	5.6	-7.0 – 25.0
<i>Residential</i>	1	2.2	-1.0 – 15.0
<i>Park</i>	0	0.7	0.0 – 6.0
<i>Mixed Use</i>	NA	1.4	0.0 – 14.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	290	575	+98.41%
<i>Peak Hour Trips</i>	374	831	+122.19%
<i>Non-Res. Sq. Ft.</i>	100,000	275,000	+175.00%
<i>Housing Units</i>	50	110	+120.00%

Workshop participants expressed a general desire for more growth in this area than proposed in the Sketch Plan. Several participants felt the area needed revitalization and recommended the addition of both small and large retail stores. A few participants expressed strong opposition to further development of mini-malls and liquor stores. Some industrial development was suggested, especially development of light industry near the freeway. Mixed use development was also supported, with a preference for combining commercial with residential development. Institutional uses were suggested with an emphasis on medical and childcare services. Residential development was also favored, with affordable multifamily housing as the most desired form. Participants generally favored the development of small, pocket parks.

- * Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.
- ** Participant Average: the sum of all participant preferences divided by the number of participants (n=93).

Area 12 Santa Fe Transportation Center

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	1.3*	-4.0 – 4.0
<i>Office</i>	4	1.2	-4.0 – 4.0
<i>Industrial</i>	0	0.0	-4.0 – 2.0
<i>Institutional</i>	0	0.2	-4.0 – 2.0
<i>Hotel</i>	0	0.3	-4.0 – 3.0
<i>Other</i>	0	0.0	-4.0 – 1.0
Non-Residential Subtotal	5	3.0	-24.0 – 13.0
<i>Residential</i>	3	1.5	-4.0 – 5.0
<i>Park</i>	0	0.3	0.0 – 2.0
<i>Mixed Use</i>	NA	0.9	0.0 – 3.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	866	382	-55.90%
<i>Peak Hour Trips</i>	812	477	-41.26%
<i>Non-Res. Sq. Ft.</i>	250,000	150,000	-40.00%
<i>Housing Units</i>	150	75	-50.00%

Workshop participants generally desired some development in this area, but at a level lower than the Sketch Plan proposal. Commercial development had the greatest relative support, with an emphasis on uses that would serve commuters using the light rail station, such as auto repair shops and restaurants. Some office development was desired, but at a level below the Sketch Plan proposal. Institutional development in the form of childcare was generally desired as another form of service to commuters. Several participants desired the preservation of the area's "train station" orientation.

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=43)

Area 13 South Fair Oaks Biomedical Center

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	0*	*1.9	0.0 – 5.0
<i>Office</i>	5	4.5	0.0 – 8.0
<i>Industrial</i>	10	18.3	0.0 – 58.0
<i>Institutional</i>	8	6.5	0.0 – 10.0
<i>Hotel</i>	0	0.2	0.0 – 1.0
<i>Other</i>	0	0.1	0.0 – 1.0
Non-Residential Subtotal	23	31.4	2.0 – 78.0
<i>Residential</i>	-1	1.4	-1.0 – 5.0
<i>Park</i>	0	0.5	0.0 – 2.0
<i>Mixed Use</i>	NA	2.9	0.0 – 15.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	2,210	2,940	+33.04
<i>Peak Hour Trips</i>	1,679	2,315	+37.88
<i>Non-Res. Sq. Ft.</i>	1,150,000	1,575,000	+36.96
<i>Housing Units</i>	-50	70	NA

Workshop participants generally supported the Sketch Plan's proposal for non-residential growth in this area, with industrial uses most highly favored. The Sketch Plan's proposal to encourage research and design activities as part of industrial growth was generally supported. Participants also favored some growth in commercial uses, particularly restaurants, in order to serve additional workers created by industrial and office growth. Office and institutional development was also desired, but at levels lower than proposed in the Sketch Plan. Some participants expressed a concern that a homeless shelter would be located in the area. Some workshop participants also favored the development of a hotel and small park adjacent to the hospital that would serve hospital visitors. (It should be noted that only thirteen participants discussed this area.)

- * Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.
- ** Participant Average: the sum of all participant preferences divided by the number of participants (n=13).

Area 17

Urban Housing Area

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	1.4*	1.0 – 3.0
<i>Office</i>	-1	-0.5	-1.0 – 2.0
<i>Industrial</i>	0	0.0	0.0 – 0.0
<i>Institutional</i>	0	0.0	0.0 – 0.0
<i>Hotel</i>	0	0.0	0.0 – 0.0
<i>Other</i>	0	0.0	0.0 – 0.0
Non-Residential Subtotal	0	0.9	0.0 – 4.0
<i>Residential</i>	4	3.1	0.0 – 4.0
<i>Park</i>	0	0.4	0.0 – 2.0
<i>Mixed Use</i>	NA	0.0	0.0 L 0.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	-94	41	N/A
<i>Peak Hour Trips</i>	303	398	+31.35%
<i>Non-Res. Sq. Ft.</i>	0	45,000	N/A
<i>Housing Units</i>	200	155	-22.50%

Workshop participants generally agreed with the Sketch Plan's proposal to add more housing to this area, although at a lower level. Participants sought to reduce office development slightly, and supported some additional commercial growth. Participants also favored the inclusion of a small park in the area. (It should be noted that only eleven participants discussed this area.)

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=11).

Area 18 Playhouse District

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	5*	3.1*	0.0 – 6.0
<i>Office</i>	14	4.8	-4.0 – 15.0
<i>Industrial</i>	0	0.0	0.0 – 0.0
<i>Institutional</i>	0	1.1	0.0 – 8.0
<i>Hotel</i>	4	1.4	0.0 – 6.0
<i>Other</i>	0	0.1	0.0 – 1.0
Non-Residential Subtotal	23	10.5	-1.5 – 33.0
<i>Residential</i>	6	3.7	0.0 – 6.0
<i>Park</i>	0	0.7	0.0 – 2.0
<i>Mixed Use</i>	NA	2.4	0.0 – 6.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	3,366	1,346	-60.01%
<i>Peak Hour Trips</i>	3,085	1,431	-53.61%
<i>Non-Res. Sq. Ft.</i>	1,150,000	525,000	-54.35%
<i>Housing Units</i>	300	185	-38.33%

Workshop participants generally supported the Sketch Plan's proposal to emphasize development related to arts and entertainment, but wanted significantly less overall growth. Participants favored commercial growth in the form of small scale stores such as boutiques, galleries and cafes. Office development was supported, but at levels significantly below the Sketch Plan. Participants generally favored some institutional development that would further enhance the area's focus on the arts. Suggestions were made to develop a dramatic art program for youth and a theater museum. Some hotel development was favored, but at a level below the Sketch Plan. Participants who favored a hotel expressed a desire for something small and deluxe class. Participants also supported some residential development, with an emphasis on multi-family housing.

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=22).

Area 23

Lake from Colorado Boulevard North to the Freeway

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	4*	6.8*	1.0 – 28.0
<i>Office</i>	31	22.5	0.0 – 40.0
<i>Industrial</i>	0	0.0	0.0 – 0.0
<i>Institutional</i>	0	0.3	0.0 – 1.0
<i>Hotel</i>	0	0.3	0.0 – 4.0
<i>Other</i>	0	0.0	0.0 – 0.0
Non-Residential Subtotal	35	29.8	2.0 – 69.0
<i>Residential</i>	0	0.6	0.0 – 5.0
<i>Park</i>	0	0.2	0.0 – 2.0
<i>Mixed Use</i>	NA	1.6	0.0 – 4.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	6,344	5,016	-20.94%
<i>Peak Hour Trips</i>	4,316	3,998	-7.37%
<i>Non-Res. Sq. Ft.</i>	1,750,000	1,495,000	-14.57%
<i>Housing Units</i>	0	30	N/A

Workshop participants generally supported growth in this area, but not to the extent proposed in the Sketch Plan. The City's proposal for commercial growth was generally accepted. The proposed level of office growth, however, was scaled back by most participants. Some additional growth in institutional and residential uses was also supported. (It should be noted that only twelve participants addressed this area.)

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=12).

Area 24

Lake South of Colorado to California

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	8*	1.0*	-4.0 – 8.0
<i>Office</i>	0	0.5	0.0 – 4.0
<i>Industrial</i>	0	0.0	0.0 – 0.0
<i>Institutional</i>	0	0.6	0.0 – 1.0
<i>Hotel</i>	0	0.0	0.0 – 0.0
<i>Other</i>	0	0.0	0.0 – 0.0
Non-Residential Subtotal	8	2.1	-3.0 – 12.5
<i>Residential</i>	2	1.9	0.0 – 3.0
<i>Park</i>	0	0.7	0.0 – 1.0
<i>Mixed Use</i>	NA	0.0	0.0 – 0.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	784	224	-71.4%
<i>Peak Hour Trips</i>	1,790	415	-76.8%
<i>Non-Res. Sq. Ft.</i>	400,000	105,000	-73.8%
<i>Housing Units</i>	100	95	-5.0%

Workshop participants generally desired less growth in this area than proposed in the Sketch Plan. In particular, participants did not support the proposed level of commercial growth. Many participants felt that the existing businesses were in decline and needed to be revitalized before new businesses could be added. In addition to recommending commercial revitalization, participants desired slight additions of office and institutional space. Institutional development in the form of child care services was generally favored. Residential growth was also favored, with the suggestion that the retail businesses could benefit from a larger customer base. Participants also suggested that a park be developed somewhere in the area. With respect to mobility, several participants showed a desire to make the area more pedestrian friendly, with suggestions to break up Lake Avenue to allow for greater pedestrian mobility. (It should be noted that only eight participants discussed this area.)

- * Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.
- ** Participant Average: the sum of all participant preferences divided by the number of participants (n=8).

Area 29

East Colorado Boulevard from Catalina to Rosemead

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	0*	4.1*	0.0 – 20.0
<i>Office</i>	0	3.9	0.0 – 40.0
<i>Industrial</i>	0	2.9	0.0 N50.0
<i>Institutional</i>	2	2.0	0.0 – 6.0
<i>Hotel</i>	0	0.3	0.0 – 3.0
<i>Other</i>	0	0.7	-3.0 – 16.0
Non-Residential Subtotal	2	13.8	0.0 – 66.0
<i>Residential</i>	20	12.9	0.0 – 60.0
<i>Park</i>	0	2.6	0.0 – 10.0
<i>Mixed Use</i>	NA	11.6	0.0 – 80.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	100	1,511	+1,411.00%
<i>Peak Hour Trips</i>	1,190	1,815	+52.27%
<i>Non-Res. Sq. Ft.</i>	100,000	695,000	+595.00%
<i>Housing Units</i>	1,000	645	-35.50%

Workshop participants generally supported more growth in this area than is proposed in the Sketch Plan. The desire for growth in commercial uses was greatest, with several suggestions for additional department stores and restaurants. Participants supported some office development. Institutional development was proposed with several suggestions for the development of adult schools and/or a skills training center. Mixed use development was also desired, with suggestions to combine residential, office and commercial uses in order to promote walking and a greater sense of community. Several participants mentioned a need for more parking.

- * Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.
- ** Participant Average: the sum of all participant preferences divided by the number of participants (n=31).

Area 33 East Foothill Industrial District

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	1.8*	-1.0 – 8.0
<i>Office</i>	1	4.3	-1.0 – 48.0
<i>Industrial</i>	14	10.7	-4.0 – 16.0
<i>Institutional</i>	0	0.4	0.0 – 1.0
<i>Hotel</i>	0	0.1	0.0 – 1.0
<i>Other</i>	0	0.0	0.0 – 0.0
Non-Residential Subtotal	16	17.3	-6.0 – 68.0
<i>Residential</i>	0	-1.4	-3.0 – 2.5
<i>Park</i>	0	2.2	0.0 – 6.0
<i>Mixed Use</i>	NA	3.0	0.0 – 8.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	1,480	1,936	+30.82%
<i>Peak Hour Trips</i>	1,009	1,231	+22.00%
<i>Non-Res. Sq. Ft.</i>	800,000	865,000	+8.13%
<i>Housing Units</i>	0	-70	N/A

Workshop participants generally supported the Sketch Plan's proposal for growth in this area. Participants, however, supported a lower level of industrial development and a higher level of office development. Institutional growth was recommended, particularly for the purpose of providing childcare services. Additional residential development was discouraged, with some participants recommending a reduction in the area's housing supply. Participants generally advocated the creation of a small park in the area.

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=15).

Area 34 Foothill, Rosemead, Sierra Madre Villa

Land Use	Sketch Plan Proposal	Participant Average**	Range of Responses
<i>Commercial</i>	1*	4.2*	0.0 – 27.0
<i>Office</i>	20	7.2	-5.0 – 25.0
<i>Industrial</i>	16	7.9	-3.0 – 30.0
<i>Institutional</i>	0	0.5	0.0 – 2.0
<i>Hotel</i>	0	0.4	0.0 – 5.0
<i>Other</i>	-3	-0.3	-3.0 – 3.0
Non-Residential Subtotal	34	19.9	-3.0 – 74.0
<i>Residential</i>	2	1.6	0.0 – 5.0
<i>Park</i>	0	1.3	0.0 – 6.0
<i>Mixed Use</i>	NA	2.0	0.0 – 12.0

Selected Impacts	Sketch Plan Proposal	Small Groups Average	Percent Change
<i>Jobs</i>	5,298	2,509	-52.64%
<i>Peak Hour Trips</i>	3,337	2,138	-35.93%
<i>Non-Res. Sq. Ft.</i>	1,700,000	995,000	-41.47%
<i>Housing Units</i>	100	80	-20.00%

Workshop participants generally favored growth in this area, but not to the extent proposed in the Sketch Plan. Most participants desired a greater level of commercial development and a lower level of office growth than proposed by the City. Several participants suggested that office development occur near or along the freeway. Some industrial development was supported with an emphasis on high-tech and light industries. Many participants recommended the development of institutional space for the provision of a skills training center and childcare. The development of a small hotel and some residential growth was supported. Several participants suggested that alternative transportation was needed in the form of park and ride services and a light rail station.

* Numbers in these columns correspond to the numbers of cubes proposed by the Sketch Plan or designated by workshop participants. Each cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

** Participant Average: the sum of all participant preferences divided by the number of participants (n=24).

Other Strategy Areas

Although the Land Use Trade-off Exercise mapboard presented conceptual maps for the 12 Directed Development Areas, participants were given the option of "playing" or commenting on other areas as well. The other areas addressed are presented below, with a short summary of participants' preferences for future development in these areas.

Lincoln / Washington (Area 2)

Participants expressed general agreement with the Sketch Plan concept to enhance services and strengthen the economic base in this area.

Lake North of the 210 Freeway (Area 21)

Participants indicated that shops and offices should be encouraged from Mountain south to Villa. (See detailed results for single mentions about this area.)

East Washington Boulevard and Allen Avenue to Casa Grande (Area 25)

Participants echoed a finding from the Fall workshops with comments advocating the removal of the gas station (concern about toxins). A few participants mentioned that commercial uses should be limited to Washington and phased out on Allen. Others agreed with the Sketch Plan proposal to downzone residential uses to encourage single family homes along North Allen. (See detailed results for single mentions about this area.)

Hastings Ranch / Foothill / Rosemead Shopping Center Areas (Area 35)

Participants tended to agree with the Sketch Plan concept for this area, especially regarding parking, circulation and access improvements. (See detailed results for single mentions about this area.)

Hill Avenue from Walnut to Washington

Many participants in the workshop held at Webster Elementary School on East Washington discussed this area instead of or in addition to the Directed Development Areas. The majority of their comments focused on mobility issues, with a strong sentiment against the light rail station at Hill. Most participants expressed a desire to see a station constructed at Allen Avenue instead of at Hill, as planned. (Note: since the workshops were held, the City has decided to plan for a station at Allen instead of at Hill.) They also objected to Hill Avenue as a major transportation corridor and to the planned HOV lane. Some participants also discussed the need for social services in this area, including health services and a hospice with sobering stations. There were several comments regarding housing needs, especially the need for affordable housing in the form of rental units, motels, single resident occupancy hotels, transitional housing, and senior housing. Some also indicated that low-rise mixed use development would be appropriate for the Hill/Washington area.

Los Robles / Union

(See detailed results for single mentions about this area.)

Linda Vista / Annandale / Arroyo Seco

(Comments regarding this area were received in the form of notes from the Board meeting of the Linda Vista / Annandale Neighborhood Improvement Association.)

Overall goals for the area include:

- Maintain and enhance the character and the identity of the neighborhood.
- Designate and plan for low density hillside districts.
- Incorporate hillside ordinance goals and objectives into the General Plan.
- Do not reduce parcel size.
- Prohibit high rise construction and building on steep slopes.
- Identify and preserve cultural and historic structures.
- Establish tree planting and maintenance schedules.
- Maximize open space and enhance parks.
- Protect and enhance the natural beauty of the Arroyo.
- Improve fire safety and reduce fire hazards.
- Improve schools, add playgrounds and increase recreation opportunities.

Regarding commercial uses, the Board expressed a need for a small convenience store. They were also concerned about traffic impacts in local residential areas and about pedestrian amenities and access, especially to Brookside area and south of Seco to Parkway. (See detailed results for other recommendations for this area.)

Costs and Benefits of Development

After small group participants expressed their opinions about the future development of the strategy areas addressed by the group, they were asked two follow-up questions regarding the costs and benefits of development. In the first question, they were asked what **anticipated benefits or values** were most important to them as they selected the amount, type and location of future development in the two or three areas addressed. A checklist was provided with several benefits listed and space for respondents to specify and check other benefits that they had considered when playing the Land Use Trade-off Exercise. Each participant was asked to check their three most important considerations. Results are summarized below, in order of frequency of mention.

<i>Benefit or Value Considered</i>	<i>Number of Mentions</i>	<i>Percentage of Total Mentions*</i>
Fits with neighborhood, city and/or historical character	120	20%
Creates jobs	92	15%
Upgrades or maintains design quality	67	11%
Provides needed services	66	11%
Preserves or enhances the natural environment	46	8%
Increases affordable housing stock	46	8%
Promotes use of transit and/or supports transit users	43	7%
Generates revenues	42	7%
Distributes the costs and benefits of development equitably	32	5%
Is designed to support pedestrian and bicycle use	29	5%
Other	22	4%
<i>Totals</i>	<i>605</i>	<i>100%</i>

* The percentage of total mentions is the "mention rate," or the number of times an item was mentioned (or an item was checked) divided by the total of all items mentioned (605).

Small group participants were then asked to indicate what **anticipated costs or impacts** were most important to them as they selected the amount, type and location of future development. Each participant reported their top three most important considerations. Results are shown below, in order of frequency of mention.

<i>Cost or Impact Considered</i>	<i>Number of Mentions</i>	<i>Percentage of Total Mentions</i>
Increased traffic congestion	120	21%
Loss of existing neighborhood/city/historical character	98	18%
Loss of open space	73	13%
Reduced job opportunities	51	9%
Reduced air quality	45	8%
Increased costs to the City	36	6%
Reduced affordable housing	35	6%
Reduced potential for transit, or pedestrian/bicycle scale	24	4%
Reduced services	23	4%
Increased water consumption	23	4%
Reduced revenues	24	4%
Other	8	1%
<i>Totals</i>	<i>560</i>	<i>100%</i>

* The percentage of total mentions is the "mention rate," or the number of times an item was mentioned (or an item was checked) divided by the total of all items mentioned (560).

Managing the Rate of Development

In the next discussion segment, small group participants were asked to consider three **techniques to manage the overall rate of future growth**. They were asked which technique or combination of techniques they would like to see used in Pasadena. Responses were recorded on large flip chart sheets and in individual workbooks. Results are presented in two ways: as simple percentages of participants checking the three techniques (Phasing Mechanisms, Development Caps and Market Demand, plus "Other"), and as the percentage of participants checking various *combinations* of techniques. (Participants were allowed to choose more than one technique.)

<i>Techniques to Manage the Rate of Development</i>	<i>Number of Mentions</i>	<i>Percentage of Total Mentions</i>
Phasing Mechanisms	150	45%
By geographic area (90)*		
Linked to services (88)		
Linked to traffic levels (83)		
Linked to jobs/housing balance (72)		
Linked to transit options (63)		
Linked to developers fees (58)		
Liked to affordable housing (49)		
Other (36)		
Citywide Development Caps	84	25%
Five Year Caps (47)		
Annual Cap (37)		
Market Demand	61	18%
Other	41	12%
<i>Totals</i>	336	100%

<i>Combinations of Techniques</i>	<i>Number of Mentions</i>	<i>Percentage of Total Mentions</i>
Development Caps and Phasing Mechanisms	44	38%
Other Combinations (all 3, voter approval, other)	44	38%
Market Demand and Phasing Mechanisms	27	23%
Market Demand and Development Caps	2	2%
<i>Totals</i>	117	100%

* Numbers in parentheses under Phasing Mechanisms refer to the number of times an item was checked; participants were allowed to check more than one of the phasing criteria.

Planning for Enhanced Mobility

Although discussion of mobility strategies occurred during the Land Use Trade-off Exercise (through the use of the "Mobility Strategy Cubes"), this part of the small group process was designed to focus on the **mobility goals and strategies** proposed in the Sketch Plan. (Participants were asked to complete the remaining sections of their workbooks and discussion occurred only as time permitted.) Results from individual workbooks are presented below.

Agreement with the **overall goal** of the Sketch Plan Mobility Element:

To provide for convenient and efficient mobility within the city while reducing reliance on the automobile as the principal means of travel.

Strongly Agree	55%
Somewhat Agree	36%
Do Not Agree	7%
Don't Know	2%

Seven Mobility Goals	<i>Very Important</i>	<i>Somewhat Important</i>	<i>Not Important</i>
Increase the availability and use of transit.	80%	18%	2%
Increase the use of bicycling and walking.	54%	38%	8%
Reduce the level of vehicular trips in general, and specifically the use of autos for drive-alone trips.	58%	32%	10%
Develop land use planning strategies to support these mobility goals.	66%	31%	3%
Establish principal mobility corridors within the city to focus travel along certain routes.	54%	38%	8%
Reduce adverse impacts of through-traffic and control flows into designated corridors.	65%	28%	7%
Coordinate with regional systems.	66%	29%	5%

II. DETAILED SUMMARY OF WORKSHOP COMMENTS

This section presents a summary of verbal and written comments received at the ten community workshops held in the Spring of 1992. Comments were recorded in Participant Workbooks, on flip charts and on acetate overlays to the gameboard map.

All comments have been analyzed and grouped according to specific strategy area (see Sketch Plan strategy area map in Appendix B) and/or overall topic area. Numbers in parentheses indicate the number of times similar comments were mentioned. (Comments without a number in parentheses were mentioned one time.) Comments indicated with a dash (–) were included in the tally of mentions for the more general comment (■).

A. Creating a Community Vision

Summary of Open-ended Comments

Area 4

Norton Simon Museum, Ambassador College, Elks Club and Vista del Arroyo

Commercial

(Participant Average: 1.1 cubes, Sketch Plan: 1 cube)

- Do not relocate the auto dealers in this area. (23)
 - Do not relocate the Rusnak auto dealer. (10)
 - Prestige car dealerships are compatible with arts and culture.
 - Retain car dealerships in order to maintain jobs in the area.
 - Automobile row is an asset to be incorporated into future development.
 - Why is the relocation of the "luxury" auto dealer suggested? It's a non-offensive use and invites pedestrian traffic to the neighborhood.
 - Integrate Rusnak into mixed use development.
 - Integrate auto dealerships with existing residential.
- Relocate auto dealers. (3)
 - Move car dealers to east Colorado Boulevard.
- Develop restaurants. (3)
 - Add a restaurant with outdoor seating.
- Could restaurants here capture money from Ambassador Auditorium users?
- Add an art gallery. (2)

- Retain grocery stores and gas stations.
- Develop shops that serve visitors to the Norton Simon Museum.
- Relocate the restaurants in this area.
- Relocate the supermarket.
- Retain the supermarket.
- Add no commercial buildings taller than 30 feet on Arroyo Parkway.
- Note that the Wells Fargo building may be "in the way" of a coordinated development.
- Provide a mix of commercial uses to serve western part of the city (San Rafael, Linda Vista, etc.).
- Develop commercial uses at the Elks Club site.
- Add a large bookstore.
- Add dental offices.

Office

(Participant Average: 2.3 cubes, Sketch Plan: 8 cubes)

- Develop office buildings only if responsive to market demand. (2)
 - Do we need more office space?
- Locate new office development north of Colorado Boulevard.

Institutional

(Participant Average: 3.2 cubes, Sketch Plan: 6 cubes)

- Increase institutional square footage for arts, education and galleries. (7)
 - Create an affordable cultural center.
 - Develop a visual arts center.
 - Convert the Ambassador property to educational facilities.
 - Add schools.
 - Add more museums.
- Retain the Norton Simon Museum.
- Where do we put all the proposed institutional uses?
- Add institutional square footage only if for religious uses (churches, synagogues, etc.).
- The Ambassador site is a possible location for another church.
- Consider developing the Elks Lodge site in conjunction with the Ambassador.
- Convert the Ambassador Hotel to institutional use.

Hotel

(Participant Average: 0.9 cubes, Sketch Plan: 4 cubes)

- Remove hotel development from the plan for this area. (12)
 - It is economically unfeasible to develop a hotel here. (3)
 - There is no need for a hotel in this area. We have others nearby that are not doing very well.
- Develop hotels in this area. (11)
 - Build a small up-scale hotel on the Elks property. (4)
 - Build a hotel that is attractive and park-like.
 - Add hotels for cultural visitors.
 - Remove the Ambassador Hotel and build a new luxury hotel.
 - Build a five-star hotel and restaurant, but limit height and bulk.
 - Combine a low-density hotel with other uses.
- The hotel next to Elks Lodge should be no higher than the Elks Lodge.
- Do not locate a hotel at the intersection.

Other Land Uses

(Participant Average: 0.1 cubes, Sketch Plan: 0 cubes)

- Add public restrooms, diaper changing, and commuter services such as covered waiting areas for buses and jitneys.

Residential

(Participant Average: 1.5 cube, Sketch Plan: 1 cube)

- Develop multi-family housing. (5)
 - Add more multi-family, garden style housing (3 story max.).
 - Develop high density townhouses in the area west of the Federal court houses.
 - Add higher density residential west of Grand Avenue, overlooking Arroyo Boulevard.
 - Renovate residential area along Arroyo Boulevard- develop tasteful, high density condominiums that blend with the hillside.
- Consider adding more housing on Green Street, but only low density.
- Provide senior citizen housing.
- Convert the Ambassador Hotel to high quality residential.
- Add housing at Colorado Boulevard and Orange Grove Boulevard.
- Protect historic houses.
- Restore bungalows.

Mixed Use

(Participant Average: 1.9 cubes, Sketch Plan: NA)

- Develop residential as part of mixed use. (3)
 - Add student housing to mixed use.
 - Develop new residential as part of Vista del Arroyo Cottages.
- Add restaurants into mixed use development.
- Maintain area as mostly commercial—add just a few other uses.
- Incorporate grocery store into mixed use development; combine multifamily residential with courtyards (City of Gardens), and combine a restaurant with a specialty grocery like Jurgensen's.

Park

(Participant Average: 1.3 cubes, Sketch Plan: 0 cubes)

- Plan for attractive open space to create a gateway to the city. (19)
 - Make gateway a park-like setting surrounding with a cultural center. (2)
 - Pasadena is over built in some areas and under built in others. This area should have more open space and parks.
 - Add park and open space on south east corner of Colorado Boulevard and Orange Grove Boulevard to balance the other three corners and gateway concept.
 - Put more open space in gateway area.
 - Create a park around the museum.
 - Retain open space.
- Beware of encouraging loitering by adding parks and open space.
- Develop a park near Vista del Arroyo.

Mobility

- Provide light rail link to Area 4. (4)
 - Link light rail to North Pasadena and Gamble House.
- Provide additional parking. (3)
 - Add free parking for visitors, hotels, offices, etc.
 - Add parking to Norton Simon Museum.
- Increase traffic controls. (2)
- Provide incentives for pedestrians. (2)
- Make local bus available at regular, close intervals. (2)
- Replace RTDs with electric buses.

- Submerge light rail crossings at all intersections south of Holly Street.
- Mitigate traffic at Del Mar Boulevard – proposed station.
- Strengthen connection between this area and Old Town to encourage pedestrian traffic and discourage auto traffic. Also, strengthen connection and integration of Orange Grove Boulevard assets north of 210 Freeway (Gamble House, Historical Society, etc.).
- Increase pedestrian mobility to Old Town, Raymond Avenue and Fair Oaks Park.
- Do not expand freeways.
- Offer twenty-five cent mini-vans.

Other Comments about Area 4

- Connect this area to Old Town; the bridge tends to isolate and divide. (11)
 - Connect to Old Town commercial center – enhance bridge. (2)
 - Link to the rest of Pasadena, especially to the Old Town.
 - Create covered bridge with small ice cream shop, gift shops, etc.
 - Enhance area around Colorado bridge with flowers and trees, e.g. Ponte Vecchio.
 - Emphasize Colorado bridge.
 - Develop bridge with attractive towers.
 - Proximity to Old Town is important with college, museum, and commercial area north to Gamble House.
- Emphasize high-quality design to create/maintain gateway to Pasadena. (7)
 - Create a focal point for this area – an entry statement.
 - Encourage high quality and "sympathetic" design.
 - Ensure high quality design and landscaping.
 - Hold a national or international competition to design this area.
 - Reposition flagpole at entrance to city.
- Maintain the area's scale; no tall buildings. (5)
 - Limit development to three stories. (2)
 - No development taller than 45 feet.
 - No high-rises.
 - Minimize height and mass of new development.
 - Limit heights of buildings to maximize solar illumination area.
- Maintain the area's historic character. (2)
 - Preserve historical buildings such as Rusnak and Vista Bungalows.
- Restore the Armory area and Vista Del Arroyo Hotel.
- Consider a nursery as an option for the Armory.

- Plans for this area should be long-term.
- Maintain the existing sense of place.
- Provide one or two vistas that provide a sense of place.
- Unify as a cultural area but be careful with the architecture of any new construction.
- Develop this area's cultural and open space assets.
- Offices and libraries should be a harmoniously related activities.
- Add more trees.
- Recognize Hughes as a community hub.

Area 6

Central District Area North of Del Mar and West of Fair Oaks

Commercial

(Participant Average: 3.0 cubes, Sketch Plan: 1 cube)

- Develop "mom and pop" stores.
- Add commercial uses to serve local residents.
- Consider the effects of re-zoning on current business owners.
- Develop higher density commercial in order to provide more jobs.
- Increase commercial and artists' space.
- Balance village artist's presence with commercial development.

Industrial

(Participant Average: 1.0 cubes, Sketch Plan: 0 cubes)

- Replace existing industry with more appropriate light industry.

Institutional

(Participant Average: 0.4 cubes, Sketch Plan: 0 cubes)

- Provide childcare.

Hotel

(Participant Average: 0.0 cubes, Sketch Plan: 0 cubes)

- Develop a small, low rise hotel.

Residential

(Participant Average: 4.5 cubes, Sketch Plan: 5 cube)

- Develop multifamily housing. (4)
 - Add higher intensity residential development. (2)
 - Develop high density, middle income rental housing.
 - Develop apartments and lofts for owners and workers in commercial and industrial areas.
- Place residential development near shopping (Old Town), movies, light rail, etc.
- Develop low income and senior citizen housing.
- You can't build affordable housing on expensive land.

Mixed Use

(Participant Average: 1.6 cubes, Sketch Plan: NA)

- Incorporate housing into mixed use development. (3)
 - Combine residential and retail development.
 - Combine residential and park development.
- Support mixed-use development.

Park

(Participant Average: 0.5 cubes, Sketch Plan: 0 cubes)

- Provide more parks east of Fair Oaks Avenue.
- Add patches of green space on smaller streets.
- Connect Central Park open space with a 5 acre open space corridor.

Mobility

- Consider underground parking.
- Place light rail station near high density commercial.
- Provide adequate parking for residential areas (one parking space per bedroom).
- Reduce auto use.
- Increase parking fees for out of town visitors.
- Designate certain streets for bicycles only.
- Improve access to freeways to guarantee that new office, commercial and industrial development gains full occupancy.

Other Comments about area 6.

- The city can't take some of its most valuable, expensive land and downzone it to residential.

Area 9

Orange Grove and Fair Oaks

Commercial

(Participant Average: 2.3 cubes, Sketch Plan: 1 cube)

- Do not allow additional mini-malls. (7)
- Do not allow additional liquor stores. (7)
- Develop stores with varying sizes, uses and appearances. (5)
 - Vary the appearance of store fronts.
 - Develop a variety of commercial uses.
 - Develop a larger store with smaller stores surrounding it.
 - Develop additional large stores.
- Develop additional grocery stores. (5)
 - Provide a major grocery store.
 - Encourage grocery stores but do not subsidize commercial interests at the expense of tax payers (property tax relief, for example).
- Revitalize this area. (5)
 - Redevelop this area; it is run down and lacks variety of products.
 - Pursue job creation strategies in Lincoln Avenue/Orange Grove Boulevard area.
- Add restaurants. (2)
 - Provide more sit-down restaurants.
- Develop commercial uses in close proximity to encourage pedestrian use. (2)
 - Add moderately priced, pedestrian friendly retail.
- Limit drive through restaurants.
- Develop artists shops and workshops.
- Add laundromats.
- Provide commercial services for surrounding residential area.
- Keep commercial moderately priced to attract shoppers from other parts of the city.
- Add a 24 hour bilingual convenience store.
- No huge grocery stores; maintain existing neighborhood scale.
- Replace gas station with open space or park.
- Promote commercial uses that support offices and residential areas.

- Add a Walmart-type, moderately priced store.
- Prevent additional auto-related uses.

Office

(Participant Average: 1.3 cubes, Sketch Plan: 1 cube)

- Increase office development. (3)
 - Add clean new offices.
 - Add small, professional offices that could hire local residents.

Industrial

(Participant Average: 0.6 cubes, Sketch Plan: 0 cubes)

- Promote light industry. (5)
- Move industrial uses closer to freeway. (3)
- Develop industry that employs Pasadena residents.

Institutional

(Participant Average: 0.8 cubes, Sketch Plan: 0 cubes)

- Provide medical services. (5)
- Add child care. (3)
 - Add child care for offices.
- Add schools. (2)
 - Add an elementary school.
- Develop educational sites that can be used as parks and social service centers. (2)
 - Develop a school/park/community center as a joint venture with PUSD.
- Add institutional dormitories, boarding houses, and child care.
- Place a police sub-station in this area
- Provide a city service center in the area.
- Add 100,000 square feet of institutional space to make the post office "legal."

Mixed Use

(Participant Average: 1.4 cube, Sketch Plan: NA)

- Encourage mixed use development. (10)
 - Develop a mixed-use village that allows for various building heights and scales.
 - Combine office and residential uses.
 - Promote mixed use development to reduce traffic problems.

- Place mixed use development along freeway.
- Combine commercial and residential development. (4)
 - Combine commercial with housing, but in a small scale so as not to disrupt the community.
- Develop institutional mixed use (convalescent and medical care combined with residential).
- Combine school, park and commercial uses.
- Discourage mixed use; it will create more slums in the area.

Residential

(Participant Average: 2.2 cubes, Sketch Plan: 1 cube)

- Develop affordable multifamily housing. (8)
 - Add more multifamily units, but not high priced condos. (2)
 - Develop condominiums. (2)
 - Develop apartments.
- Renovate housing in this area. (4)
 - Demolish old housing stock and replace with quality design housing.
- Provide quality affordable housing for low income residents. (3)
 - Add high quality, affordable housing to reduce overcrowding.
- Conduct an architectural survey of the existing housing stock. (3)
- Maintain single family homes. (2)
 - Develop single family housing instead of condominiums and apartments.
- No more dormitories – all dormitories should be moved to the Huntington Hotel area.
- Down zone residential areas to 12 homes per acre (presently at 16 or 32 units per acre).
- Provide a variety of housing, including condominiums, multifamily and single family. Include green areas and child play spaces with all housing.
- Add an urban village that is self-contained and human service oriented.
- Apartments should have open spaces for children and accessible pathways.
- Recent housing development in this area (Manzanita and Clinton) does not maintain the community's existing character.
- There area too many apartments on Yale Street.

Park

(Participant Average: 0.7 cubes, Sketch Plan: 0 cubes)

- Provide more parks in this area. (5)
 - Develop pocket parks.
 - Add a corner park at Lincoln Avenue and Villa Street.
 - Add a park if northwest residents want it.
 - Develop parks with ball fields and picnic benches.
- Keep central park as an open space.
- Add green belt areas around buildings.

Mobility

- Provide more public transportation. (6)
 - Provide transportation from northwest to east Pasadena industrial area. (2)
 - Add more buses along route 267 after 10 p.m. (2)
 - Add bus routes that travel east and west along Orange Grove Boulevard.
 - Promote local bus circulation to minimize traffic problems.
- Add an HOV lane on the 210 Freeway. (4)
- Provide adequate, not reduced, parking. (4)
 - Create a parking plan for commercial areas.
- Add pedestrian amenities. (4)
 - Increase pedestrian safety. (2)
- Encourage more bicycle use. (2)
 - Provide places to park bicycles.
- Make this area a circulator bus stop.
- Create reduced traffic streets.
- Do not add one-way streets.
- The church on Manzanita and Orange Grove is taking up on-street parking.
- Create a parking overlay to support commercial and multifamily housing.
- Note that increased traffic would be devastating to residential area of Orange Grove.
- No high speed through-fare.
- Consider the implications of high-speed traffic and buses.
- Create safer traffic conditions at intersections.
- Add a market to reduce use of cars; local people will walk.
- Connect circulator buses to north/south bus lines.
- Orange Grove Boulevard is the easiest way to the freeway.
- Add a free fare zone—particularly for kids.

Other Comments about Area 9

- Provide jobs in this area. (4)
- Revitalize area. (3)
 - Build new clean buildings.
 - Maintain neighborhood feel.
- Improve Orange Grove Boulevard. (3)
 - Safety is a concern at the corner of Orange Grove Boulevard and Los Robles Boulevard.
 - Orange Grove Boulevard has deteriorated.
- Extend boundary of strategy area. (2)
 - Extend area to the freeway.
 - The east side of Los Robles Road should be added to this strategy area.
- Create a gateway that is tied to the Rose Bowl.
- Control blight - too many people are hanging their clothes on fences.
- Ensure quality design with adequate setbacks.
- Limit building heights to two stories.
- Enforce building occupancy codes.
- If we had only one parade a year (instead of 2 or 3), population growth would slow itself down. The T.V. coverage of the Rose Parade brings people to Pasadena at a greater rate than is comfortable for the city.
- What happened to wonderful Winter Gardens? It brought such grace to the city. Down with parades; up with Winter Gardens!
- Slow future growth—land isn't growing and will only be more in demand. Preserve some land for the future.

Area 12

Santa Fe Transportation Site

Commercial

(Participant Average: 1.3 cubes, Sketch Plan: 1 cube)

- Provide a variety of commercial uses for commuters. (7)
 - Add auto repair shops. (5)
 - Add restaurants for those using the transportation center. (3)
 - Add stores that would serve the commuter such as cafes, flower shops, bookstores, newsstands and sundry stores.
 - Add a 24 hour convenience store so that it is safe for commuters at all times of day.

- Add a small deli at the train station.
 - In an area where you have major transportation, it makes sense to have some retail district for travelers.
- Provide neighborhood serving stores for local residents. (2)
- Do not add commercial; there's enough already. (2)
- Provide "mall" type uses.
- Locate bookstores, newsstands and other stores underground like Bahmnhoff in Zurich. Ensure access for people with disabilities.
- Develop a pedestrian plaza surrounded by small shops and commercial above.

Office

(Participant Average: 1.2 cubes, Sketch Plan: 4 cubes)

- Concentrate office development on Arroyo Parkway.

Industrial

(Participant Average: 0.2 cubes, Sketch Plan: 0 cubes)

- Do not allow industrial uses on South Arroyo Parkway, Raymond Avenue or South Marengo Avenue.

Institutional

(Participant Average: 0.3 cubes, Sketch Plan: 0 cubes)

- Provide a child care center. (10)
 - Add a child care at corner of Arroyo Parkway and Del Mar Boulevard.
 - Add a child care center around Central Park.
- Do not develop a homeless shelter or other institutional uses.

Hotel

(Participant Average: 0.3 cubes, Sketch Plan: 0 cubes)

- Add a hotel, but only if it is a bed and breakfast (small scale).
- Hotel space might be helpful for tourists.
- There should be a hotel (or more than one) for the train station.
- Hotels should be made single room occupancy (SRO), rather than glamour.

Other Land Uses

(Participant Average: 0.0 cubes, Sketch Plan: 0 cubes)

- Provide support services for commuters such as diaper changing stations, waiting areas, bicycle parking areas, luggage and package storage, travel and mass transit information station, child care center.
- Provide pick-up terminals for products and services done elsewhere—dry cleaning, travel agencies, photo processing, car repair (w/service reps from centers... they take the car while you work and return it before you come back... modified park and ride concept).

Mixed Use

(Participant Average: 1.2 cubes, Sketch Plan: NA)

- Encourage mixed use development. (6)
 - Add small scale commercial as part of the mixed use—on Arroyo Parkway side.
 - Promote mixed use commuter services such as locker spaces, diaper changing, first aid station, bike racks, etc.

Residential

(Participant Average: 1.5 cubes, Sketch Plan: 3 cubes)

- Provide more housing. (5)
 - Housing should surround Central Park to provide "eyes on the park."
 - Develop housing over office or commercial uses.
 - Provide senior citizen housing.
- Limit affordable housing to 10% of total.
- This area does not seem appropriate for housing because of the noise.
- Preserve the train station character of the neighborhood.

Park

(Participant Average: 0.3 cubes, Sketch Plan: 0 cubes)

- Provide landscaped open spaces along with new development.
- Preserve Central Park (no high density development).
- Preserve the historic train station structure and open space of Central Park.
- Create a pocket park for the view corridor.

Mobility

- Add more parking for train users. (6)
 - Make sure to account for parking at the new expanded train depot.
 - Provide at least 600 parking spaces at the train station.
 - Will the parking be limited to transportation center users?
 - Provide adequate parking for commuters who will not be able to take feeder lines or who choose to dine in Old Pasadena.
- Develop underground parking. (5)
- Create a park and ride area. (2)
- Create a free fare zone.
- Maintain existing parking layout.
- Enable Arroyo Parkway to handle increased traffic; discourage traffic along Los Robles Road and Marengo Avenue; limit access to north/south streets.
- Discourage traffic through residential neighborhoods.
- Add secure bicycle storage.
- Ensure safety on public transit.
- Use residential development to encourage use of light rail.
- Create a pedestrian plaza.
- Add horses to the mobility element.
- Emphasize style and thoughtful planning of the new transportation area hub; consider street car links to other areas of the city.
- Add feeder lines throughout Pasadena; may need to link with other San Gabriel Valley communities.
- Create a special design to integrate the rail line with residential and commercial areas.
- Use high occupancy vehicles to bring commuters to the train station.
- The train station should accommodate a high volume of users (parking, bus access, etc.).

Other Comments about Area 12

- Preserve the historic ambiance around the train station. (6)
 - Maintain the scale of the train station.
- Minimize growth in this area. (3)
 - The Sketch Plan adds far too much.
- Area 12 should be planned in conjunction with Area 6. (2)
- Add shade trees and benches.
- Prohibit high rises like what happened behind All Saints Church.

- Ensure quality development in a style appropriate to Pasadena.
- Beautify the commuter station area and waiting area for riders.
- Leave everything as is in this area but increase residential and hotel uses.
- Control vagrancy.
- Maintain views of the train station from Arroyo Parkway.
- Develop an area identity.
- Remove Los Robles Road as a north/south corridor.
- Protect the integrity of "Madison Heights."
- Include the east side of Arroyo Parkway as well in this process - develop both sides.
- End the Central Park redevelopment plan.
- Central park should be seen as a destination, not just a train station.

Area 13

South Fair Oaks Biomedical Center (Technopolis)

Commercial

(Participant Average: 1.9 cubes, Sketch Plan: 0 cubes)

- Add retail, especially restaurants, to serve additional industrial and institutional development.

Industrial

(Participant Average: 18.3 cubes, Sketch Plan: 10 cubes)

- Include research and development in definition of industrial.
- Prohibit industrial development on South Arroyo Parkway or Raymond Avenue.

Institutional

(Participant Average: 6.5 cubes, Sketch Plan: 8 cubes)

- Avoid locating a homeless shelter or other institutional uses on South Marengo Avenue, South Arroyo Parkway or Raymond Avenue.
- Add a hospice. (2)
 - Add a 12 bed hospice for critical care.

Hotel

(Participant Average: 0.2 cubes, Sketch Plan: 0 cubes)

- Add a hotel for hospital visitors. (2)

- Develop a hotel that includes park and recreation areas for the children and relatives of hospital patients.

Park

(Participant Average: 0.2 cubes, Sketch Plan: 0 cubes)

- Add a park for hospital visitors.

Other Comments about Area 13

- Limit building height on Arroyo Parkway to 30 feet.

Area 17

Urban Housing Area

Commercial

(Participant Average: 1.4 cubes, Sketch Plan: 1 cube)

- Develop retail on the Walnut Street side - this area has become very depressed.
- Provide a video store.
- Add a family fitness center.

Mixed Use

(Participant Average: 0.0 cubes, Sketch Plan: NA)

- Develop a mix of commercial and office space that looks friendly.
- Include residential as part of mixed use.

Residential

(Participant Average: 3.1 cubes, Sketch Plan: 4 cubes)

- Provide affordable apartments for single people.
- Limit residential buildings to three stories.
- Provide student housing by utilizing the seminary.

Park

(Participant Average: 0.4 cubes, Sketch Plan: 0 cubes)

- Provide more green spaces as part of multifamily housing development or as separate parks.
- Maintain existing trees.
- Provide recreational areas for local workers.

Area 18

Playhouse District

Commercial

(Participant Average: 3.0 cubes, Sketch Plan: 5 cubes)

- Develop retail with an arts and entertainment emphasis. (9)
 - Develop retail with an art gallery orientation. (2)
 - Encourage the development of coffee houses near the Playhouse. (2)
 - Encourage boutiques and costume stores. (2)
 - Place a cafe in the park with mime and puppet shows.
- Allow stores to operate on a 16 hour day. (3)
- There are already enough retail properties.
- Limit height on new commercial buildings to four stories.
- Discourage gas stations and repair shops.
- Current zoning would this allow area to be horrendously over built.

Office

(Participant Average: 4.8 cubes, Sketch Plan: 14 cubes)

- There is already enough office space.
- Encourage office development to provide audiences for day and evening performances.

Institutional

(Participant Average: 1.1 cubes, Sketch Plan: 0 cubes)

- Develop institutional uses that support arts and entertainment. (6)
 - Encourage acting schools. (2)
 - Provide dramatic arts programs for kids.
 - Include academics.
 - Develop a theater museum.
 - Develop art galleries.
- Does existing development account for the two churches and Pasadena Playhouse?

Hotel

(Participant Average: 1.4 cubes, Sketch Plan: 4 cubes)

- Encourage hotel development to attract visitors for arts and entertainment. (5)
 - A hotel would attract tourists to the Playhouse.

- Encourage development of a quaint, San Francisco style hotel.
 - Add a small, high-class hotel.
 - Develop a suite-style hotel that would attract business people.
- Research the viability of hotel development. (5)
 - Does a hotel animate the area at night better than offices?
 - Will a hotel enhance the area and is it economically viable in the long run?
 - Do we need a 200 room hotel in the Playhouse district or anywhere in Pasadena?
 - Is there a shortage of three star, Best Western-type hotels?
 - Can we attain a "critical mass" of hotels to attract major conventions?

Mixed Use

(Participant Average: 2.4, Sketch Plan: NA)

- Develop retail with apartments above.
- Develop a mix of commercial and office uses.
- Include all land uses in mixed use development for this area.
- Emphasize mixed use with pedestrian orientation.
- Mixed use makes sense here.
- Place mixed use along Colorado Boulevard and Green Street.

Residential

(Participant Average: 3.7 cubes, Sketch Plan: 6 cubes)

- Promote affordable multifamily housing. (5)
 - We need multifamily housing (2)
 - Promote multifamily housing along Union Street.
 - Develop multifamily on "quiet" side streets, include parks.
 - Make affordable housing 25% of total residential.
- Limit height of new residential buildings to two stories.

Park

(Participant Average: 0.7 cubes, Sketch Plan: 0 cubes)

- Develop small parks or pocket parks. (3)
 - Add set back parks on Colorado Boulevard.
 - Add distributed, mini-parks.

Mobility

- Provide underground parking. (2)
- Get rid of the ugly, wasted space parking lots.
- Replace parking lots with parking structures.
- There is too much north/south traffic on Los Robles Road and El Molino Avenue.
- Provide bicycle amenities for commuters.
- Restudy one way traffic direction on Union Street, Green Street, Mentor Avenue and Hudson Avenue.
- Encourage traffic along Colorado Boulevard.
- Discourage commercial traffic on El Molino Avenue north of Colorado Boulevard.
- Combine parking needs of office (day) and residential (night).
- People should be able to live and work without needing a car.
- Conduct a study of how light rail has affected other areas.
- Beware of safety hazards posed by large parking structures.

Other Comments about Area 18

- The level of development in the Sketch Plan seems adequate. (2)
- This area is one of our few cultural, performing arts gems.
- Use this district to tie things together—bond Old Pasadena and South Lake.
- No monoliths—impose large setbacks and stepbacks.
- To assess the impact of the Sketch Plan in this area, we need to have an indication of the density of development each use would require.
- Design standards should be consistent with existing structures, i.e. Star News, Sanwa, and existing churches.
- Expand this area to include Los Robles Avenue and Union Street.
- This area needs a critical mass of people to animate night time activity.
- Tie area activities into PUSD activities with good transportation.
- Create jobs for Pasadenans.

Area 23

Lake North of Colorado Boulevard to the Freeway

Commercial

(Participant Average: 6.8 cubes, Sketch Plan: 4 cubes)

- Add a little more shopping development.
- Place commercial uses on the ground floor.

Office

(Participant Average: 22.5 cubes, Sketch Plan: 31 cubes)

- Reduce the amount of office space.

Residential

(Participant Average: 0.6 cubes, Sketch Plan: 0 cubes)

- Add more "advancement" housing.
- Add housing as a part of mixed use development.

Mobility

- Provide electric shuttles on south Lake Avenue to California Boulevard and north up to Mountain Street.
- Reduce the area's parking supply.
- Make this a walking district.
- Provide north/south bound shuttles.

Area 24

Lake South of Colorado to California

Commercial

(Participant Average: 1.0 cubes, Sketch Plan: 8 cubes)

- Takes steps to revitalize retail businesses. (9)
 - Realize that retail is moving to Old Pasadena.
 - Anticipate a future decline in retail, especially in department store and large scale retail.
 - Develop a retail identity through the area's merchant association.
 - Talk to retailers to identify problems.
 - Increase utilization of pedestrian arcade; decide who the arcade is appealing to.
 - Develop a critical mass for retail.
 - Encourage development of a large department store.
 - Bring in more utilitarian shops, i.e. hardware, etc.
 - Encourage retail similar to Banana Republic.
- Downsize cottage areas.
- Avoid building commercial high rises.
- It might be difficult to add retail to degree envisioned by the Sketch Plan.
- Can the local residential base support retail in this area?

Institutional

(Participant Average: 0.6 cubes, Sketch Plan: 0 cubes)

- Provide childcare and related services. (3)

Mixed-Use

(Participant Average: 0 cubes, Sketch Plan: NA)

- Develop a green-belt area with child care.

Residential

(Participant Average: 1.9 cubes, Sketch Plan: 2 cubes)

- Increase the area's residential base to provide customers for retail.

Park

(Participant Average: 0.7 cubes, Sketch Plan: 0 cubes)

- Make the area greener.
- Turn Bullocks parking lot into a park.

Mobility

- Increase pedestrian orientation to make the area more attractive to local residents. (5)
 - Break up the thoroughfare to make streets more residential friendly.
 - Make Lake Avenue more pedestrian friendly (something like Brand or Myrtle).
 - Increase pedestrian access.
 - The Bullocks parking lot inhibits pedestrians.
- Maintain outdoor uncovered parking. (3)
 - Keep as much parking in surface lots as possible.
 - Parking availability is a plus; it supports restaurants.
- Reduce cars on Lake Avenue. (2)
 - Reduce traffic on Lake Avenue by extending Mentor Avenue to California Boulevard. (2)
- Promote Lake Avenue as a low traffic alternative to Old Town—parking is always available and close.
- Reduce the area's car orientation.
- Add bicycle amenities.
- Reduce the parking supply along with increases in alternative transportation use.
- Improve circulation, especially in area north of Del Mar Boulevard.

- Eliminate parking structures, but keep some parking lots.

Other Comments about Area 24

- South Lake Avenue should be a cultural and residential area with retail uses providing services to area residents.
- Give Lake Avenue its own identity with landscaping, etc. (2)
- Focus on design and management.
- Where will the customer base come from for the amount of development proposed by the Sketch Plan?
- Improve the utilization of existing space.

Area 29

East Colorado Boulevard from Catalina to Rosemead

Commercial

(Participant Average: 4.1 cubes, Sketch Plan: 0 cubes)

- Add an upscale department store. (2)
- Add restaurants. (2)
- Limit the number of Vons Markets.
- Prohibit the development of mini malls.
- Rehabilitate and revitalize existing commercial structures.
- Combine commercial development with job training.

Office

(Participant Average: 3.9 cubes, Sketch Plan: 0 cubes)

- Develop office space. (2)
- Locate offices along light rail line.

Industrial

(Participant Average: 2.9 cubes, Sketch Plan: 0 cubes)

- Create manufacturing and industrial jobs.

Institutional

(Participant Average: 2.0 cubes, Sketch Plan: 2 cubes)

- Develop schools and training centers. (5)
- Expand Pasadena City College. (2)
 - Extend Pasadena City College along Colorado Boulevard.
- Add recreational uses.
- Provide adult day care.
- Prohibit additional institutional uses. Have east Pasadena take its fair share of institutional development.

Hotel

(Participant Average: 0.3 cubes, Sketch Plan: 0 cubes)

- The participant workbook underestimates the actual square footage of hotel space.

Mixed-Use

(Participant Average: 11.6 cubes, Sketch Plan: NA)

- Promote mixed use that combines residential, office and commercial.
- Encourage mixed use that includes a department store, offices, restaurants and a senior center.
- Mixed use would promote community, walking and safer streets.
- Revitalize Colorado Boulevard with retail, office and residential mixed use.

Residential

(Participant Average: 12.9 cubes, Sketch Plan: 20 cubes)

- Develop low cost apartments above commercial store fronts.
- Condominiums on Colorado Boulevard may be hard to sell.
- Create a link between residential areas north and south of Colorado Boulevard.

Park

(Participant Average: 2.6 cubes, Sketch Plan: 0 cubes)

- Develop parks with recreation.
- Add a park at Fedco's south lot.
- Add a park or plaza.
- Provide more open space such as courtyards and plazas.
- Create a linear park with access to light rail.

Mobility

- Increase the availability of parking. (4)
 - Provide off-site parking for the Pasadena City College shuttle.
 - Add an underground parking structure.
 - Add more parking.
 - Create a parking street north of Colorado Boulevard between Hill Avenue and Allen Avenue.
- Reduce the number of parking lots on Colorado Boulevard.
- Extend median strip down Colorado Boulevard.
- Distribute bus stop schedules.
- Eliminate metered parking.
- Create definite thoroughfares by widening certain streets and blocking traffic on other streets.
- Provide electric minivan service.
- Add wide pedestrian corridors with trees, cafes and seating.
- Break up Colorado Boulevard with cluster development nodes.

Area 33

East Foothill Industrial District

Commercial

(Participant Average: 1.8 cubes, Sketch Plan: 1 cube)

- Add a transportation serving commercial center.
- Support retail and restaurants.

Industrial

(Participant Average: 10.7 cubes, Sketch Plan: 14 cubes)

- Encourage low impact, high-tech manufacturing.
- Increase industrial development.
- Reduce the amount of industrial growth proposed in the Sketch Plan.

Institutional

(Participant Average: 0.4 cubes, Sketch Plan: 0 cubes)

- Provide childcare. (2)
 - Provide 24 hour childcare.

Hotel

(Participant Average: 0.1 cubes, Sketch Plan: 0 cubes)

- Demolish existing hotels.

Mixed-Use

(Participant Average: 3.0 cubes, Sketch Plan: NA)

- Do not allow mixed use.
- Add 25,000 square feet of mixed use.

Residential

(Participant Average: -1.4 cubes, Sketch Plan: 0 cubes)

- Limit new residential development. (3)
- Allow residential owners to sell property "as is" to subsequent owners.

Park

(Participant Average: 2.2 cubes, Sketch Plan: 0 cubes)

- Add small parks. (3)

Mobility

- Route regional buses to feed the light rail station. (2)
- Reduce parking availability.
- Reduce parking supply through light rail alternative.
- Create bike routes that are safe.
- Do not reduce parking until safe transportation is made available.
- Inform the public of transit alternatives.
- Provide parking garages with ground floor retail.
- Add a light rail station.
- Extend Eaton Canyon (pedestrian access and bicycle pathways) to the light rail station.
- Add one acre of linear parking in mixed use transitional area.

Other Comments about Area 33

- Create jobs that are designated for Pasadena residents.
- Residents will pay more taxes in order to reduce revenue producing development.
- This area is impacted by land uses and mobility patterns of adjacent areas.

Area 34

Foothill, Rosemead and Sierra Madre Villa, East of the Freeway

Commercial

(Participant Average: 4.2 cubes, Sketch Plan: 1 cube)

- Limit retail development to businesses that serve light rail passengers. (2)
- Create a transportation serving commercial center with adequate parking.
- Use redevelopment to revitalize the area.

Office

(Participant Average: 7.2 cubes, Sketch Plan: 20 cubes)

- Develop office space along or near the freeway. (3)
- Add office space that would serve commuters from the "Inland Empire" and other points east.
- Maintain Johnson and Johnson.
- Encourage offices that serve high-tech industries.
- Recognize that poor GTE service to the area is a disincentive to businesses.
- Prevent a Home Depot type use from replacing Johnson and Johnson.
- Thirty to forty percent of existing office space is not rented.

Industrial

(Participant Average: 7.9 cubes, Sketch Plan: 16 cubes)

- Develop high-tech industries. (2)
- Develop light industries. (2)
- Develop industrial uses.
- Keep Johnson and Johnson as a job producing site.

Institutional

(Participant Average: 0.5 cubes, Sketch Plan: 0 cubes)

- Develop a skills training center. (6)
- Provide childcare. (5)
 - Provide childcare in conjunction with light rail and light industry.

Hotel

(Participant Average: 0.4 cubes, Sketch Plan: 0 cubes)

- Develop a four star, 100 room hotel to serve visiting executives and "powerbrokers" who might invest in high-tech and light industries.

Mixed Use

(Participant Average: 2.0 cubes, Sketch Plan: NA)

- Mixed use will reduce the quality of life because of noise and traffic.

Residential

(Participant Average: 1.6 cube, Sketch Plan: 2 cubes)

- Develop quality apartments.
- Develop higher density housing with links to light rail.

Park

(Participant Average: 1.3 cubes, Sketch Plan: 0 cubes)

- Create open space in industrial areas.

Mobility

- Emphasize park and ride service. (2)
 - Establish park and ride transit from other cities (Arcadia, Monrovia).
- Develop a light rail station. (3)
 - Provide light rail with 1,000 spaces for parking. (2)
- Do not add park and ride - don't make the area a parking lot for Monrovia.
- Distinguish between parking for light rail and parking for carpools/vanpools.
- Use railroad right of way as bike and jogging path.
- Merchants are concerned about a loss of parking due to the light rail station. Ensure adequate additional parking for light rail.
- Recognize the continued use of automobiles.
- Encourage ride sharing.
- Provide adequate amenities around the light rail station.
- Address traffic problems at the intersection of Rosemead Avenue and Colorado Boulevard.
- Consider cumulative impacts of development on traffic service levels.
- Create feeder lines from other communities to industrial areas.

Other Comments about Area 34

- This area is the "East Gateway" to the City.
- Annex half of area 35 to Rosemead in area 34.
- Place height limits along the Foothill Boulevard corridor.

Other Areas

Area 2

Lincoln/Washington

Commercial

- No more liquor stores.
- Remove blight, gas stations.
- Add banks and grocery stores.
- Attract new businesses.
- Move car dealers to east Colorado Boulevard.
- Add restaurants.

Office

- Develop a neighborhood business park.
- Do we need more office space?

Institutional

- Affordable an cultural center and museum.

Hotel

- There are already too many hotels; Huntington Hotel is going bankrupt.

Mobility

- Why has Hill Avenue been designated as a light rail station and feeder route?
- Encourage slower traffic on Orange Grove Boulevard.
- Add light rail.
- Increase pedestrian mobility to Old Town, Raymond Avenue and Fair Oaks Park.

Area 7

Fair Oaks North of Washington

Commercial

- Provide a 24 hour convenience store.

Industrial

- Develop light industry to provide jobs for the community.

Institutional

- Develop an adult school.

Parks

- Provide parks and a recreation area with a soccer field.

Other comments about Area 7

- Provide an emergency hospital - presently one has to go to Monrovia if from Altadena.
- Provide quality restrooms.
- Control drugs on Fair Oaks Avenue by Kings Villages.

Area 21

Lake North of 210 Freeway

Commercial

- Encourage more sit down restaurants and sidewalk dining. (2)
- Develop shops from Mountain Street south to Villa Street.
- Require an architectural design review for new and rehabilitated commercial development.
- Add specialty shops and good restaurants.
- Commercial building design should consider impact on residential areas.
- Prevent commercial growth on Mountain Street and Washington Boulevard.
- No night clubs.

Office

- Develop offices from Mountain Street south to Villa Street.

Institutional

- There are too many institutional uses on North Lake Avenue.
- Provide medical services in north and south Pasadena.
- Develop schools only.
- Provide learning centers.
- Provide more cultural uses, i.e. galleries, museums, etc.

Residential

- Use higher density residential as a buffer between commercial and single family housing.
- Preserve historical residential architecture.
- Limit residential development to two stories.
- Require setbacks.
- Develop lofts for artists.

Park

- Include parks with any new residential development.

Mobility

- Biking should be encouraged and made safer.
- Provide additional parking structures.
- Improve sidewalks and pedestrian access.
- Do not allow light rail on Hill Avenue.
- Add light rail.
- Provide more local serving, not regional buses.
- No landscaped median on Lake Avenue north of 210 Freeway.
- Endorse extension of landscaped median - include some openings for specific businesses.
- Do not allow traffic spill-over into residential streets.
- Create cul de sacs.
- Extend medians to Washington Boulevard from Villa Street.

Other comments on Area 21

- Add more street trees on Lake Avenue.
- Do not adopt a federal enterprise zone status.

Area 25

East Washington Boulevard and Allen Avenue to Casa Grande

Commercial

- Replace noxious uses such as gas stations.
- Phase-out commercial uses on Allen Avenue.
- Get rid of "patchwork" feeling.
- Get rid of gas station (environmental problems)
- Limit commercial development to the Washington Boulevard area.
- Provide a mix of commercial uses that are more compatible with residential areas.

Residential

- Downzone Allen to low density residential.

Mobility

- Remove light rail stop at Hill Avenue.
- Provide additional parking.
- Hill Avenue has combined burden of a rail station and freeway offramp.
- Light rail needs to take people where they want to go - this means Hill Avenue.
- Put LRT circulator on Allen Avenue, not Hill Avenue.
- Allen Avenue is capable of handling more traffic.
- Circulator buses should run along east Washington Boulevard.
- Add angle parking on east Washington Boulevard and reduce through traffic.
- Leave east Washington Boulevard as major thoroughfare.
- Reduce traffic on Hill Avenue (Washington Boulevard to 210 Freeway).

Other comments about Area 25

- Place a greater focus on this area
- Why does the enhancement area stop short of Lake Avenue.
- The Sketch plan should address Lake Avenue and Mar Vista Avenue.
- Do not remove palm trees on Hill Avenue.

Area 30

Eaton Canyon

Other comments about Area 30

- What is the plan for this area? (Eaton canyon)
- Note that Eaton Canyon is the only place in the city where children and adults can experience real nature. Keep the nature center. Increase nature appreciation.

Area 35

Hastings Ranch/Foothill/Rosemead Shopping Center Areas

Commercial

- Change Sears to Nordstrom's.
- Increase the quality of merchandise available.

Institutional

- Decrease institutional uses.

Mixed use

- Develop a 4-5 story office building with good restaurants and boutiques and a Home Depot.

Mobility

- Parking should be located closer to the higher demand uses.
- Redesign Sears Way, close west end.
- Most parking should be accessed by Foothill Boulevard.
- Do not allow buses on Sears Way.
- Improve parking and circulation.

Other comments about Area 35.

- Increase and maintain the area's landscaping.

Los Robles/Union

- The northeast portion of Los Robles Avenue and Union Street seems to be arbitrarily omitted from development plan.
- Do not expand the 710 Freeway.
- Do not provide density bonuses in southwest Pasadena
- Subject all non-residential development to design review.
- Do not turn Frank LLoyd Wright away with too restrictive rule.

Linda Vista/Annandale

Commercial

- Add a small convenience store.

Institutional

- Address needs of school age children with recreation, transportation and safety.
- Open Linda Vista School yard to the neighborhood after school hours.

Park

- Maximize open space. (2)
- Place Eagle Rock Canyon in open space category and merge substandard lots into standard size lots of 20,000 square feet.

Mobility

- Add a light rail station to area.
- Address the use of Linda Vista as a second route to Glendale.
- Do not allow residential uses within 500 feet of the freeway.
- Address the impact of traffic in and out of Arroyo Boulevard on residential streets.
- Develop unimproved streets.
- Designate places to walk south of Seco Street.
- Provide pedestrian amenities.
- Improve pedestrian access to the Brookside area.

Other comments about Linda Vista / Annandale

- Establish a plan for hillside areas in the General Plan. (3)
 - Incorporate hillside ordinance goals and objectives into the General Plan.
 - Provide for low density hillside districts in the General Plan.
- Do not allow development with inadequate infrastructure.
- Enforce building codes.
- Enhance the character and identity of the neighborhood.
- Do not reduce the minimum size of parcels in the area.
- Prevent high rise construction.
- Require environmental review for all development.
- Identify and preserve historic structures.
- Improve streets and establish tree planting and maintenance programs.

Linda Vista / Arroyo Seco

Commercial

- Add a convenience store.

Institutional

- Develop a playground in conjunction with the school.
- Provide social services.
- Provide meeting places.
- Promote recreation (family over competitive).
- Retain existing public uses in the area (library and fire station).

Park

- Provide a 1/4 acre park and more open space.

Mobility

- Public transportation serves those who need it most the least.
- Improve the RTD.
- Locate a yield sign at Kenworth Avenue.
- Northwest Pasadena lacks public transportation to jobs sites - provide light rail.

Other comments about Linda Vista / Arroyo Seco

- Eagle Rock Canyon is a fire hazard.
- Define hillside areas in the General Plan.
- Conduct a comprehensive study of land use from the Devil Gate Dam Project to lower Arroyo Parkway. Include the Rose Bowl.
- Protect and enhance the natural beauty of the Arroyo environment.
- Ensure fire safety.
- Achieve and maintain a fire flow of 1000 g.p.m. and allow no development further than 250 feet from a fire hydrant.
- Underground all power lines.
- Prohibit new development on unimproved streets.

Hill Avenue

Residential

- Retain existing single family housing with some multifamily housing.

Mobility

- Do not locate a high occupancy vehicle lane on Hill Avenue. (4)
- Do not develop rail stations (light rail transit) at Hill Avenue. (4)
 - Locate light rail station at Allen Avenue rather than Hill Avenue.
- Do not designate Hill Avenue as a mobility corridor. (3)
- Do not place a smart corridor on Hill Avenue.
- LRT stations should be located (Santa Fe/Del Mar Hub)
- Consider Lake Avenue and Sierra Madre Boulevard for a LRT stations.
- Utilize the width of Allen Avenue to meet the smart corridor needs at no cost to the city. Hill Avenue already has too much traffic and a high accident level.
- Designate Hill Avenue as a reduced traffic street.

General Citywide Comments

Commercial

- Cultivate opportunities for businesses. (3)
 - Encourage small local businesses. (2)
 - Local business strategies should address small business incubation.
- Involve businesses in disadvantaged communities.
- Study the impact of changing demographics on the development of small businesses.
- Prohibit mini-malls.
- Do not allow large stores.
- Do not expand existing commercial.
- Change zoning and planning to promote "cottage industries" and home businesses.
- Create live-work spaces.
- Assist with the conversion of defense employees to the commercial sector.
- How do you get a grocery store to operate in a given area? What incentives?
- Learn from neighboring cities

Office

- Develop professional offices.

Industrial

- Create industrial employment.

Mixed Use

- How will the city implement mixed use recommendations - who will finance mixed use?
- Find ways to incorporate housing with jobs and affordable housing (include SROs, affordable housing, homeless shelters).
- Combine mini-malls with housing.

Residential

- Develop affordable multifamily housing. (10)
 - Add single room occupancy hotels. (4)
 - Develop transitional housing.

- Develop very low income housing for people with special needs (50-100 units).
 - Provide a density bonus for very low income housing in areas 11, 16 and 22.
 - Create 23 units of transitional family housing.
- Provide senior housing. (5)
 - Create 75 units of senior housing (Salvation Army).
- Let the general plan address housing needs.
- Provide handicap access housing.
- Uphold SCAG requirements for affordable housing.
- What is the financial burden to the city of adding housing?
- What are the state requirements for low-income housing?
- What is the city's rental assistance program?
- Strive to convert rental housing to tenant ownership.
- Zoning in residential areas should be inclusionary.
- Eliminate slum lords.
- Prohibit condominiums and multifamily housing.
- Maintain the area's residential character.
- Develop housing at civic center west (250 units with 75 affordable).
- Convert hotels to housing.
- Develop more low to moderate density housing.
- Don't limit the development of affordable motels.
- Place apartments near Pasadena City College and Caltech.

Open Space and Parks

- Add greenlands and parks. (3)
- Consider pocket parks. (2)
- Consider developer fees for parks.
- Schools should be used as parks.

Mobility

- Can city council revisit the question of light rail station location? The community needs to reopen the issue.
- Reduce the number of cars using surface streets.
- Maintain the status quo on all major routes
- Rail stations should be linked with housing.
- Link densification with transit corridors.

- Circulator buses should be operated by a private company.
- Improve public transportation link to schools.
- Consider that not everybody works from 8 a.m. to 5 p.m. – plan public transit strategies to meet the needs of all types of employees.
- Where are the smart corridors?
- Consider traffic impact in neighborhoods that people drive through to reach development areas.
- Take fear and danger out of public transportation by increasing number of users; there's safety in numbers.
- Deal with "drive through" traffic resulting from new development areas.
- Address light rail station gap between Hill Avenue and Sierra Madre Boulevard.
- De-emphasize Los Robles Road and Marengo Avenue, make Arroyo Parkway a primary through corridor.
- Synchronize signals on Allen Avenue.
- Limit automobile uses on Walnut Street.
- Provide a free circulator bus to run south along Villa and Walnut Streets.
- Place RTD on Walnut Street and Hill Avenue.
- Add local transit on Villa Street to Hill Avenue Free fare zones: Areas 11, 16, 22.
- Prevent housing displacement on south Los Robles Road due to freeway corridor.

Community Services

- Provide senior care and child care.
- Consider accessibility and disability in all aspects of process.
- Plan for emergency preparedness throughout the city.
- The business community needs to take the lead in addressing this issue of infrastructure.
- Focus on education.
- How do schools relate to the general plan?
- Show school site on General Plan map.
- Provide benefit plans for marginalized workers – small businesses can't provide benefits.
- Provide a hospice with sobering stations. (2)
- Add a 12 bed hospice near Walnut Street, east of Mentor Avenue for terminal care.
- The hospital has taken over the city. There are too many beds.
- Hire more police to control crime.
- Address the overcrowding of schools (Jefferson and Washington).
- Provide medical and health services.

Growth Management

- Retain GMI. (2)
- The GMI is a disincentive to needed development.
- Development caps freeze out development.
- What is the timeline for the General Plan?
- Area residents should dictate development, not market demand.
- The General Plan should spell out rules for development.
- Developers need consistency and assurance that the city council will carry out the General Plan.
- If the city votes out GMI and there isn't a substitution for a GMI, what protection do we have?
- No growth management strategy in California has produced what its proponents had intended.
- Implement a no growth plan.
- How do we prioritize the goals of economic development vs. growth control?
- Implement "pay as you go" policy reflected in the General Plan for water and other infrastructure.
- Water use should be addressed, i.e. impact of hotel on residential water use.
- Concern about time gap between the General Plan and actual zoning if GMI is voted out.

Other citywide comments

- The General Plan and zoning should be flexible.
- Combine areas 27, 28, and 29 into one directed development area.
- What is Pasadena's role within the regional economy?
- What is Pasadena's relationship to L.A.'s problems?
- There needs to be a national urban strategy.
- Decriminalize drugs.
- Encourage unions to apply for federal subsidies
- Develop programs that employ women and minorities.
- Make the city user friendly to entrepreneurs.
- Businesses should have multiple responsibilities to the community.
- Government should attempt to intervene in corporate decision making.
- Change laws so that youth with felony convictions can participate in voting and the workplace.
- Take away economic incentives for drug dealing.
- How can residents get facts on the city?

- Look at the long-term beyond to account for population increases.
- Prison training programs often train inmates to be better drug users and dealers.
- How do we get residents to hold a stake in the community when they don't have any money to invest?
- Can North American living standards withstand international competition?
- Pasadena should concern itself with global, national and regional issues.
- Support a national urban policy.
- Encourage entrepreneurs with a "New Homestead Act."
- JTPA reaches less than 10% of need.
- Seek federal money for infill development.
- Establish enterprise zones.
- Match Pasadena's labor pool to potential businesses and industries.
- Urban strife is the result of a lack of economic activity.
- Encourage Pasadena businesses to hire locally.
- How do we get the middle class to assist in the development of lower/marginalized workers?
- Support non-profit development corporations with loans and other forms of incentive.
- Non-profit development corporations should include participation from church groups and other community organizations.
- What is the effect of the global economy on local manufacturing?
- A narrow concept of profitability causes businesses to fail to educate their workers.
- Is there necessarily a trade-off between wages and competitiveness?
- Examine Pasadena's demographic realities - how has the residential base and labor force changed?
- The city needs to start gang intervention programs now, before it gets worse.
- Preserve Pasadena's heritage and develop entertainment as much as possible.
- When does the zoning code get updated to reflect the new General Plan?
- Designate Los Robles Road/Marengo Avenue as new strategy area.
- Does one large project, non-residential, create more benefits to the city than many small projects (i.e. "mitigation" measures such as parks, parking, improved design).

B. Managing the Rate of Development

Summary of Open-ended Comments

Comments on techniques for managing future growth (Question 3)

- Allow voters to decide on growth. (6)
 - Large projects should be subject to a citywide vote.
- Link growth to environmental impacts. (5)
- Use zoning to manage growth and development. (5)
 - Use zoning and specific plans only, no allocation process or development caps.
- Link phasing mechanisms to school capacities. (5)
- Use GMI as development cap. (4)
- Link to improving the quality and accessibility of education. (3)
- Allow neighborhoods to manage growth. (3)
- Link growth to infrastructure capacity. (3)
- Use five-year phases instead of one-year phases in order to limit political influence.
- Use citizen participation to manage growth.
- Use air quality standards to manage growth.
- Link growth to water availability.
- Link phasing to quality of life (design, open space, etc.).
- Link phasing to offsets paid by developers to improve the environment.
- Allow the market to manage growth.
- Work toward a sustainable city. Use the "true cost" of the price of development.
- Give small businesses preference in the granting of permits.

Comments about the managing the rate of future development (Question 4)

- Limit growth. (9)
 - Prevent development in the foothills. (2)
 - Preserve Pasadena's small town feel. (2)
 - Strive for zero population growth.
 - Down zone directed development areas to limit distress to residential areas.
 - Limit population growth until mass transit is in place.
 - Reduce office space.
 - A twenty-three square mile area has limited potential for indiscriminate growth and development.
 - Do not promote growth for growth's sake.

- Allow for growth. (6)
 - We need planned, controlled growth. This needs to be measured annually and reported to citizens in understandable terms.
 - Once we've decided what we want to preserve and prevent, why control the rate of growth? Let it happen as fast as anyone wants to develop their property.
 - Growth limits should account for population growth and increases in the demand for housing and commercial space.
 - Accommodate a fair share of the regional demand for housing.
 - Avoid having a "draw bridge" mentality.
 - An increase in population will not decrease the quality of life.
- Establish design standards for new development. (6)
 - Do not allow for random variations.
 - Ensure high quality design, good siting and compliance with area design standards.
 - Establish an architectural committee to approve development in historic areas.
 - Prevent developers from placing houses too close together like at Rose Court.
 - Limit the height of office buildings.
 - Restrict office heights to 4-5 stories.
- Involve neighborhoods in development decisions. (5)
 - Involve neighborhoods in all development that affects their area.
 - Let the community determine their needs.
 - Listen to residents.
 - Balance market demand with desires of neighborhood residents.
- Use development offsets to accomplish housing and other goals.
- Encourage competition between developers for quality offsets for the environment.
- Eliminate politics from the development decision making process.
- New development should be secondary to the proper maintenance and upgrading of existing facilities.
- Down zoning can increase some property values and decrease others.
- Do not use artificial allocation mechanisms.
- Reduce fees paid by developers.
- Improve communication between the city's departments.
- Don't be so afraid of developer lawsuits.
- Encourage enterprise rather than new development.
- Allow businesses to have a say in what is to be developed.

C. Planning for Enhanced Mobility

Summary of Open-ended Comments

Comments on the overall goal of the Mobility Element (Question 5) (Reduce reliance on the automobile as the principal means of travel.)

- Promote and improve mass transit. (9)
 - Public transit (and transit related development) is the only way to handle growth without completely revamping the city's system of streets.
 - Place bus routes on a grid.
 - Provide mini-buses for city shopping.
 - Create an all-transit monthly pass (bus, rail, jitney, etc.).
 - Improve the safety of the city's buses.
 - Transportation like BART is acceptable; anything less safe is restrictive to women and discriminatory.
 - Reduce the price of public transportation to encourage ridership.
 - Having lived in San Francisco for six years, I am aware of the convenience of public transportation when a car is a nuisance.
- Reduce the use of automobiles. (8)
 - Encourage light rail, bicycling and walking to reduce unattractive automobile pollution and noise. (2)
 - Reduce auto use as a way to preserve Pasadena as an unusual, beautiful city.
 - Reduce the use of cars both within the city and for transportation to other cities.
 - Avoid traffic congestion similar to that in Glendale and Los Angeles.
 - Increase the density of development in order to make mass transit more viable. This option is favorable to our excessive dependence on automobiles.
 - Prohibit through trips on surface streets.
- Protect residential streets. (3)
- Improve mobility for bicycles (3)
 - Provide safer bike ways.
 - Install smooth paving for bikes. Install cobblestone paving for cars.
- Prevent the 710 Freeway extension. (3)
- The Mobility Plan should be economically feasible. (3)
- The Mobility Plan seems economical and efficient. (2)
- Create a "yellow pages" for transportation options (maps, schedules, prices, phone numbers, etc). (2)
- Eliminate one-way streets when businesses are adversely effected.(2)

- Mixed use development that combines businesses, schools, residences and recreation seems a better way to improve the quality of life than enhanced mobility.
- For the city to survive economically, density needs to increase significantly in target areas. This requires effective management of cars to avoid grid lock.
- By spreading the directed development areas throughout the city, the traffic impact of growth will be greater.
- I support the Mobility Plan so long as it is truly convenient and efficient.
- Find corridors which are suitable for increased traffic.
- Provide an hourly commute bus to downtown Los Angeles.
- Add a resource commitment statement to the Mobility Element.
- Phase-in the Mobility Plan over ten year period.
- Increase the ease of mobility for seniors and youths.
- Implement the Mobility Plan before we run out of gas.
- Provide low fee mini-buses.
- The mobility plan has the false assumption that most travel is within the city - include travel between cities as part of the plan.
- Require all trucks to travel on main streets.
- Require trucks to use catalytic converters or non-deisel fuel.
- Provide more walkable, urban spaces with connectors to small buses.
- The mobility plan should link the denser locations of the city.
- Allow privatized jitneys, cars and shuttles to supplement buses and light rail.
- Reduce auto use only to the degree that alternative transportation is safe and convenient.
- We should plan on cars as the principal means of travel until other methods prove viable.
- Reduced auto use will require a long time to achieve.
- Traffic mobility should not be construed as the fastest way to hurry cars across the city.
- Build more underground parking – parking lots are ugly.
- More mini buses.
- Create cul de sac areas.
- Implement a citywide traffic plan, not a plan controlled by street bumps.
- Make the city pedestrian and bicycle friendly.
- Enhance the city for foot traffic.
- Car use will decline when parking becomes too expensive or unavailable.
- Do not implement a mobility plan at the expense of Pasadena's historical-cultural character.

- Safety is a major concern.
- Develop electric vehicles to deal with congestion and air pollution.
- Maximize freedom of movement for automobiles; I like my car.
- Pasadena, as a twenty-three square mile area, has limited need for advanced 21st century high speed rail mobility. Many residents work and will continue to work outside of local area.
- The mobility plan should connect to systems in other cities through park and ride lots along the freeway at Arroyo Parkway and Fair Oaks Avenue.
- Locate future development so that residents can walk, ride bikes for short trips, ride light rails and/or car pool for long trips.
- Are pedestrian bridges over major streets practical?
- Los Robles Avenue is inappropriately designated as a main artery. It is already saturated during the evening rush hour below Glemarm. Los Robles Avenue could be considered as a main bus artery.
- Deflect traffic from Del Mar Boulevard to California Boulevard.
- The most appropriate mobility corridor is Colorado Boulevard, but that's not likely to happen.

Goals and strategies to meet air quality and transportation requirements (Question 7)

- Encourage mixed use development as a means of reducing automobile use. (5)
 - Educate the public about the mixed-use alternative to work-related travel.
 - Use mixed use zoning to encourage walking and discourage driving.
- Encourage the use of electric buses and cars. (4)
 - Use electric "dash" vehicles in commercial districts.
 - Provide electric vehicles.
 - Make roads safe for small electric cars.
- Oppose the 710 Freeway extensions. (3)
 - I think Pasadena should oppose the completion of the 710 freeway for no other reason that it will increase our air pollution.
 - The 710 Freeway will not benefit Pasadena.
- Comply with SCAQMD Reg. XV goals. (2)
- Add light rail. (2)
- Use cleaner fuel at the power plant, i.e. natural gas.
- Encourage staggered work hour schedules.
- Allocate financial resources to accomplish transit goals.
- Improve Pasadena's link into the regional transportation network (e.g. light rail).

- Change development rules (zoning) so the auto is de-institutionalized (e.g. provide less than two cars per unit parking so as to discourage car ownership).
- Encourage large businesses to promote ride-sharing among their employees.
- Link working and living in Pasadena.
- Put bike racks on buses.
- Require a larger number of alternative fuel vehicles than is mandated by federal law.
- Add bikeways.
- Develop a practical, clean air vehicle for short trips to mass transportation stations.
- Legalize private jitneys and shuttles to provide competition to public transit.
- Improve timing of traffic lights to aid traffic flow.
- Make Pasadena the regional center for alternative transportation vehicles and technology.
- Study Paris and other European cities to see a transportation system that works.
- Establish a free, tax supported transportation system based on electric cars.
- We should meet air quality goals – our air quality is worse than other cities’.
- Use alternative fuels.
- Encourage the development of neighborhood centered workplaces.
- Include a greater pedestrian emphasis in the Mobility Plan.
- Promote mixed use projects coordinated to reduce vehicular dependency.
- Create efficient buses routes – at last check there was only one line across the city on Colorado Boulevard.
- Limit the number of new office buildings that will bring in a non-resident workforce.
- Provide twenty-four hour reduced fare vehicular service for disabled persons who do not require special vehicles.
- Providing ways for communities to be more self contained, with appropriate connectivity for commutes, and business trips from area to area.
- Establish a permanent Pasadena Transit Authority.
- Provide free transit throughout Pasadena during rush hour.
- Develop local buses and car pools.
- Create alternatives to auto use for grocery trips.
- Don’t make driving more restrictive. Just make alternative transportation more convenient and safe.
- Implement reduced parking standards for new development.
- Assess impact fees for each vehicle space.

D. Other Responses

Summary of Open-ended Comments

Comments on land use and mobility choices based on selected impact reports (Would you change your choices?) (Question 8)

- Our group lowered the density of land use – a choice I did not always agree with.
- Yes, after the report showed that our group was hell bent on destroying the city's economic vitality.
- The impact report showed a reduction in jobs, which is not desirable. I think land use and mobility choices should maintain growth levels.
- Yes, we needed to plan for more off-street parking.
- I was more concerned about congestion created by development.
- Given the amount of time, we did not make changes. Given more time and a calculator, we would have made some changes.
- The role of office space in creating jobs seems to be over-rated.
- The results, expressed as an impact on all of Pasadena, contradicted the concept we were given, that is to look at each targeted zone as an independent element of the community. For example, in discussing the Playhouse District, our group aimed for a specific identity and cultural function, not a microcosm of all Pasadena.

Important things learned in this exercise (Question 9)

- How difficult planning is. (3)
- I have a better feel for what the city has in mind. (2)
- That I need to learn more about zoning policies.(2)
- The number of choices and alternatives shaping all aspects of city growth.
- The group dynamics involved when there are convergent and divergent opinions.
- That citizens have a voice in the future.
- Planning isn't as easy as it looks.
- We need citywide downzoning.
- Planning must integrate the upcoming light rail stations.
- That residents do not like the 710 freeway.
- The history and background of areas 33, 34, and 35.
- That predicting impacts is very difficult.
- The impact of light rail.
- Light rail planning.
- The importance of resident involvement.
- That community participation can be incorporated into our General Plan.

- Planning is an immensely complicated task; God help us.
- Perceptions of others.
- That people do not like noise.
- That I need to learn more about what happened in the Fall workshops.
- That development and aesthetics must be balanced.
- Planning takes longer than one would think.
- The scope of development programs.
- That I am in favor of the GMI.
- The importance of sharing ideas.
- That there is public citizen interest in these types of exercises.
- The importance of tolerating different opinions.
- Everyone appreciates having a voice in a small group.
- That planners place too much emphasis on easily quantified elements and not enough on "quality of life" elements.
- Direct participation is scary because ordinary citizens generally lack skills in cost/benefit analysis, a feeling for planning issues, and a realistic evaluation of development feasibility.
- That you must state what you want (express your wishes) to make a difference.
- I need to be better and more informed about decisions made for Pasadena by only a small number of people.
- Life is a trade off.
- Planning can't be done in one evening.
- That the city probably has too many office employees to get all this material together.
- We are probably spinning our wheels.
- Jobs were less impacted than I thought they would be.
- That people really do listen.
- That people really are different.
- The ratios of traffic and jobs to land uses.
- That citizens do not trust the city to impose and enforce the will of the people.
- That community members do not want higher density.
- The importance of considering multiple factors in land use decisions.
- That groups of 10 are too large to move quickly through such a complicated exercise.
- Democratic and popular planning.
- The relationship between auto use and air quality.
- How mixed use zoning would create communities within communities.
- That city planning is complex, and that the balance between housing, commerce and transit is critical.

- Mixed use zoning.
- How to organize planning and citizen participation.
- That the citizens of Pasadena value the quality of their city and will work remarkably well to achieve the goals of efficient transportation and affordable housing.
- Pasadena's traffic flow.
- A better sense that the comments of the residents are important.
- That we can compromise and come up with very good trade offs.
- The city will really follow through with listening.
- That there is some gerrymandering on areas to be worked on.
- That I and my fellow residents support less growth than the sketch plan and unanimously support retention of the City's character as has been repeated over and over at every workshop.
- Citizen participation means getting neighborhoods to decide what they want in their communities.
- That the city can apparently make decisions that drastically affect the general plan, such as placing light rail stop on Hill Avenue, without going through the general sketch plan process.
- My neighbors reflect my values, my elected officials do not.
- The city is not concerned enough about neighborhood control of the general plan.
- The city is resistant to citizen criticisms.
- NIMBY (Not in my back yard).
- That it is hard to plan a city and have people give their input without being personal.
- I needed to read the material.
- Planning cannot be done simplistically.
- I need to get rid of elected officials who fail to reflect my views.

Other comments (Question 10)

- Comments about the workshop
 - There was too much material covered in too little time. (3)
 - We are concerned about other areas outside the directed development areas. (2)
 - Thanks for listening.
 - I appreciate the city's effort to involve citizens who might otherwise be left out of the planning process.
 - We needed more time to think and discuss before coming to conclusions.
 - It would be useful to have aeriels or other visual aides.
 - Numenical model lacks scale and reference.

- I am proud that Pasadena planners are doing so much to involve citizens in this process. It's one more great thing about living and working here.
- The game asks a lot of people who don't know much about planning.
- This represents a "knee-jerk" reaction to most questions asked.
- Thanks for the exercise and for the very good staff support.
- The land use game was too simplistic, but still worth doing.
- The traffic trips impact table shows only peak hour trips. Is there a way to represent other trip impacts? The table does not account for regional differences in availability of mass transit and other mobility factors.
- The areas I wanted to discuss should probably be addressed in a neighborhood workshop.
- Note that PRIDE is interested in seeing the response to this game but is not necessarily behind this process.
- This was a constructive experience. We trust that city officials will incorporate residents opinions and change strategies based upon this input.
- I feel it was pretty dry. I didn't learn that much. I came prepared to share creative input, but it was more technical than I anticipated. Without technical information, it can be hard to relate to as a lay person in the community.
- I would have liked to have an opportunity to comment on the whole city.
- This department has a mammoth job; and you're going about it in a creative way.
- This appears to be a shot gun approach. I'm not sure what would be a better way that would not take forever, but this process solicits "instant" decisions that do not consider the whole picture.
- I would have liked to hear more from the residents.
- I think the game concept is wonderful, but it took us quite a while to understand the rules. How about taking the game to the libraries, to the mall, to the waiting area outside theaters etc., so the citizens can see it often and understand how it works.
- Good work! Good process. Keep listening!
- Job well done. Congratulations.
- Thanks!
- The game was too micro.
- Take what we said seriously.
- A better understanding of building mass relative to job and traffic impacts would have been helpful.
- Who really picked the development areas?
- The level of participation is very impressive and there is an amazing and gratifying degree of agreement about goals and levels of development.

- The blocks confused rather than helped.
- Tenants are not represented in this process.
- What does it mean to "stabilize" an area?
- Directed development areas don't seem to reflect previous workshops.
- The game was a difficult to understand and somewhat alienating.
- Solicit future resident input before General Plan is drafted.

Appendices

- Appendix A: Copies of Meeting Agendas
- Appendix B: Copies of Workshop Comment Forms and Materials
- Appendix C: *Creating a Community Vision* Results by Small Group
and by Strategy Area

Appendix A

Copies of Meeting Agendas

City of Pasadena
Comprehensive General Plan Revision
Citywide Forum

April 6, 1992
Pasadena Convention Center

7:00 – 9:00 pm
Rooms 103 – 105

Agenda

- | | |
|------|---|
| 7:00 | I. Welcome and Introduction <ul style="list-style-type: none">• Welcome
<i>(Mayor Jesse Hughston)</i>• GPCC Co-Chair Remarks
<i>(Vice Mayor Rick Cole & Councilmember Katie Nack)</i>• Agenda Overview |
| 7:10 | II. Did We Hear You Right? <ul style="list-style-type: none">• Status of the General Plan Revision Process• Summary of Findings from Fall Workshops• Six Guiding Principles |
| 7:30 | III. Discussion: Did We Hear You Right? |
| 8:00 | IV. Translating the Principles <ul style="list-style-type: none">• A Preliminary Sketch Plan |
| 8:20 | V. Discussion: Translating the Principles |
| 8:50 | VI. Workshop Preparation <ul style="list-style-type: none">• The "Land Use Trade-off Exercise"• Next Steps |
| 9:00 | <i>Close</i> |

City of Pasadena
Comprehensive General Plan Revision
Community Workshop Agenda

I. Welcome and Introduction

- Workshop Purpose
- Agenda Overview

II. Overview of the "Sketch Plan"

- Status of the General Plan Revision
- Summary of Findings from Fall Workshops
- Sketch Plan Components
 - Six Guiding Principles
 - Strategy Areas
 - Directed Development Areas
 - Mobility Strategies

III. Introduction to the General Plan Trade-Off Exercise

- Purpose of the Exercise
- Overview of Instructions

IV. General Plan Trade-Off Exercise (Small Groups)

- Part I: *Creating a Community Vision*
- Part II: *Managing the Rate of Development*
- Part III: *Planning for Enhanced Mobility*

V. Announcements and Close

Appendix B

Copies of Workshop Participant Workbook, Sketch Plan Strategy Area Map and
Land Use Trade-off Exercise Mapboard

City of Pasadena
Comprehensive General Plan Revision

Workshop Date _____

Small Group Number _____

PARTICIPANT WORKBOOK

Welcome to the second round of community workshops for the Comprehensive General Plan Revision. Your comments will help shape the Draft General Plan which will guide our city's future. This workbook and the small group exercise are divided into three parts:

Part 1: *Creating a Community Vision*

Part 2: *Managing the Rate of Development*

Part 3: *Planning for Enhanced Mobility*

Please write the date of this workshop and your small group number in the top right corner of this page.

Enjoy the General Plan Trade-off Exercise and thanks for your participation!

Part 1: *Creating a Community Vision*

The first part of the small group session is called the General Plan Trade-off Exercise. The purpose of this exercise is to:

- Gather feedback on the Sketch Plan as developed by City staff in response to the findings from the Fall 1991 community workshops.
- Modify the Sketch Plan so that it represents the community's vision for the ultimate buildout of Pasadena.
- Engage participants in an active, systematic and realistic decision-making experience which addresses some of the difficult trade-offs that must be made in order to create a shared vision for the future.

The "mapboard" features a center citywide map to show context and several satellite maps showing the Directed Development Areas in a larger scale. The satellite maps show existing development translated into squares of different colors representing different land use types (see legend on mapboard). Colored cubes are used to illustrate Sketch Plan concepts for the amount, type and location of future development and proposed strategies for enhancing mobility. The cubes do not illustrate height, bulk or mass of buildings.

The General Plan Trade-off Exercise focuses on Directed Development Areas; however, participants may also discuss other areas within the city using the map on the gameboard marked "Other".) The Directed Development Areas constitute 12 of the 35 Strategy Areas defined by the Sketch Plan:

Area 4: Norton Simon Museum, Ambassador College, Elks Club and Vista del Arroyo

Area 6: Central District Area North of Del Mar and West of Fair Oaks

Area 9: Orange Grove/Fair Oaks

Area 12: Santa Fe/Transportation Center Site

Area 13: South Fair Oaks Biomedical Center

Area 17: Urban Housing Area

Area 18: Playhouse District

Area 23: Lake from Colorado Boulevard North to the Freeway

Area 24: Lake South of Colorado to California

Area 29: East Colorado Boulevard from Catalina to Rosemead

Area 33: East Foothill Industrial District

Area 34: Foothill, Rosemead, Sierra Madre Villa

The tables on the following twelve pages correspond to these areas and provide a place for you to record your comments and preferences for future development. Following the tables are follow-up questions that are designed to gather additional information regarding your vision of Pasadena's future.

Area 4: Norton Simon Museum, Ambassador College, Elks Club, and Vista del Arroyo

A cultural and educational center is planned for this area to complement the Norton Simon Museum and Ambassador facilities. Car dealers would be relocated to make room for shops and offices. The Ambassador College campus could be used to support arts and education. The lot next to the Elks Lodge could accommodate offices, a hotel or shops. The Vista del Arroyo area should be used for offices or housing. A main goal is to protect historic structures in the area. The corner of Colorado and Orange Grove boulevards should be maintained as an important gateway to Pasadena, and views of City Hall protected. A specific plan for this area should be developed after the General Plan is completed.

Col. A

+ Col. B = Col. C

Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	Comments or Conditions
Commercial	2*	1*	1			
Office	2	8	2			
Industrial	0	0	0			
Institutional	14	6	0			
Hotel	0	4	0			
Other	0	0	0			
Non-Residential Subtotal	18	19	3			
Residential	1	1	-1			
Park	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	Regional Buses <u>Circulators</u> <u>Bicycle Amenities</u> Reduced Parking Supply Pedestrian Amenities <u>Priority for HOV</u> Park and Ride Lots <u>Increased Parking Price</u> Designated Through Route <u>Reduced Traffic Streets</u> Free Fare Zones					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 6: Central District Area North of Del Mar and West of Fair Oaks

A village atmosphere can be created in this area by promoting a mix of artists lofts, family housing, offices, shops, schools, churches and artisans workshops. Areas for small emerging industries and craft workshops may also be promoted, and housing can be added facing Central Park. Because the area is close to bus routes, major streets, jobs and public parks, the area can easily promote pedestrian use. A proposed light rail station and bus stop at Del Mar Boulevard will be within easy walking distance.

Col. A		+ Col. B = Col. C				Comments or Conditions
Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	
<i>Commercial</i>	1*	1*	21			
<i>Office</i>	2	1	14			
<i>Industrial</i>	2	0	16			
<i>Institutional</i>	1	0	13			
<i>Hotel</i>	0	0	0			
<i>Other</i>	0	0	0			
<i>Non-Residential Subtotal</i>	6	2	64			
<i>Residential</i>	0	5	1			
<i>Park</i>	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	<div> <div>Regional Buses</div> <div>Circulators</div> <div>Bicycle Amenities</div> <div>Reduced Parking Supply</div> <div>Pedestrian Amenities</div> <div>Priority for HOV</div> </div> <div> <div>Park and Ride Lots</div> <div>Increased Parking Price</div> <div>Designated Through Route</div> <div>Reduced Traffic Streets</div> <div>Free Fare Zones</div> </div>					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 9: Orange Grove/Fair Oaks

Family housing should be developed, allowing up to 12 homes for every acre. Along Orange Grove Boulevard, between Fair Oaks and Los Robles, shops and offices should be encouraged on the ground floor of existing buildings, with housing units above. Shops, offices and possibly a grocery store should be encouraged at this intersection; so that additional parking spaces won't be needed, builders should provide easy walking access to the stores so shoppers will be encouraged to take the bus or walk. Institutional uses would be allowed along Orange Grove between Lincoln and Fair Oaks. The main Pasadena post office should be maintained and protected.

Col. A

+ Col. B = Col. C

Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	Comments or Conditions
Commercial	2*	1*	15			
Office	1	1	8			
Industrial	1	0	4			
Institutional	2	0	-2			
Hotel	0	0	0			
Other	0	0	0			
Non-Residential Subtotal	6	2	25			
Residential	3	1	-1			
Park	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	Regional Buses Circulators Bicycle Amenities Reduced Parking Supply Pedestrian Amenities Priority for HOV Park and Ride Lots Increased Parking Price Designated Through Route Reduced Traffic Streets Free Fare Zones					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 12: Santa Fe/Transportation Center Site

A light rail station will be built on this site. Offices, housing, shops and child care should also be developed to attract and serve light rail users.

Col. A

+ Col. B = Col. C

Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	Comments or Conditions
<i>Commercial</i>	0*	1*	4			
<i>Office</i>	0	4	4			
<i>Industrial</i>	0	0	2			
<i>Institutional</i>	0	0	0			
<i>Hotel</i>	0	0	0			
<i>Other</i>	0	0	0			
<i>Non-Residential Subtotal</i>	0	5	10			
<i>Residential</i>	0	3	0			
<i>Park</i>	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	<div> <div>Regional Buses</div> <div>Circulators</div> <div>Bicycle Amenities</div> <div>Reduced Parking Supply</div> <div>Pedestrian Amenities</div> <div>Priority for HOV</div> </div> <div> <div>Park and Ride Lots</div> <div>Increased Parking Price</div> <div>Designated Through Route</div> <div>Reduced Traffic Streets</div> <div>Free Fare Zones</div> </div>					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 13: South Fair Oaks Biomedical Center (Technopolis)

This area could become a center for biomedical and research facilities after costs and benefits are carefully studied. The Pasadena Power Plant will remain in its present location.

Col. A

+ Col. B = Col. C

Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	Comments or Conditions
Commercial	1*	0*	5			
Office	2	5	7			
Industrial	9	10	58			
Institutional	18	8	8			
Hotel	0	0	0			
Other	0	0	0			
Non-Residential Subtotal	30	23	78			
Residential	1	-1	-1			
Park	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	Regional Buses Circulators Bicycle Amenities Reduced Parking Supply Pedestrian Amenities Priority for HOV Park and Ride Lots Increased Parking Price Designated Through Route Reduced Traffic Streets Free Fare Zones					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 23: Lake from Colorado Boulevard North to the Freeway

This area should be used for high-quality offices with buildings allowed up to eight stories, and shops encouraged on ground floors. The offices will be within easy walking distance to the proposed Lake Avenue light rail station. The area should be developed after the light rail station is completed to prevent an increase in street traffic.

Col. A		+ Col. B = Col. C				Comments or Conditions
Land Use	Exist. Dev. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	
Commercial	5*	4*	28			
Office	19	31	40			
Industrial	0	0	0			
Institutional	0	0	1			
Hotel	0	0	0			
Other	0	0	0			
Non-Residential Subtotal	24	35	69			
Residential	0	0	0			
Park	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	<div> <div>Regional Buses</div> <div>Circulators</div> <div>Bicycle Amenities</div> <div>Reduced Parking Supply</div> <div>Pedestrian Amenities</div> <div>Priority for HOV</div> </div> <div> <div>Park and Ride Lots</div> <div>Increased Parking Price</div> <div>Designated Through Route</div> <div>Reduced Traffic Streets</div> <div>Free Fare Zones</div> </div>					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 24: Lake south of Colorado to California

Parking structures should be provided over a portion of Shoppers Land and Mentor Avenue. Apartments and condominiums should be encouraged, with Mentor Avenue serving as an entrance to the residential area. A department store may also be built next to Bullocks.

Col. A

+ Col. B = Col. C

Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	Comments or Conditions
Commercial	24*	8*	74			
Office	24	0	16			
Industrial	0	0	0			
Institutional	0	0	0			
Hotel	0	0	0			
Other	0	0	0			
Non-Residential Subtotal	48	8	90			
Residential	1	2	3			
Park	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	Regional Buses Circulators Bicycle Amenities Reduced Parking Supply Pedestrian Amenities Priority for HOV Park and Ride Lots Increased Parking Price Designated Through Route Reduced Traffic Streets Free Fare Zones					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.
Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 29: East Colorado Boulevard from Catalina to Rosemead

Shops and offices should be mixed with apartment and condominium complexes. Small shops and offices should be encouraged at Hill Avenue by Pasadena City College, on Colorado Boulevard at Sierra Madre Boulevard, and at Allen Avenue at Colorado Boulevard. Membership, discount and department stores are encouraged near the eastern end of Colorado Boulevard.

Col. A		+ Col. B = Col. C				Comments or Conditions
Land Use	Exist. Development Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	
<i>Commercial</i>	15*	0*	30			
<i>Office</i>	5	0	102			
<i>Industrial</i>	0	0	0			
<i>Institutional</i>	6	2	0			
<i>Hotel</i>	3	0	0			
<i>Other</i>	0	0	0			
<i>Non-Residential Subtotal</i>	29	2	132			
<i>Residential</i>	0	20	0			
<i>Park</i>	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	<div> <div>Regional Buses</div> <div>Circulators</div> <div>Bicycle Amenities</div> <div>Reduced Parking Supply</div> <div>Pedestrian Amenities</div> <div>Priority for HOV</div> <div>Park and Ride Lots</div> <div>Increased Parking Price</div> <div>Designated Through Route</div> <div>Reduced Traffic Streets</div> <div>Free Fare Zones</div> </div>					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 33: East Foothill Industrial District

This area should continue to be used as a manufacturing district, to provide jobs to skilled workers and Pasadena residents. A small number of shops and offices should be located in this area. Walnut Street should be extended to Kinneloa Avenue.

Col. A

+ Col. B = Col. C

Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	Comments or Conditions
Commercial	3*	1*	28			
Office	4	1	17			
Industrial	13	14	74			
Institutional	0	0	0			
Hotel	0	0	0			
Other	0	0	0			
Non-Residential Subtotal	20	16	119			
Residential	3	0	-1			
Park	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	Regional Buses Circulators Bicycle Amenities Reduced Parking Supply Pedestrian Amenities Priority for HOV Park and Ride Lots Increased Parking Price Designated Through Route Reduced Traffic Streets Free Fare Zones					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Area 34: Foothill, Rosemead and Sierra Madre Villa, East of the Freeway

Manufacturing and offices should be encouraged, while protecting existing industry in the area. Some offices, apartments, and condominiums are proposed for the east side of Rosemead Boulevard north of Greenhill Road.

Col. A		+ Col. B = Col. C				Comments or Conditions
Land Use	Exist. Devel. Is:	Sketch Plan Would Add:	Exist. Zoning Would Add:	You Would Add to Existing:	Total Would Be:	
<i>Commercial</i>	1*	1*	27			
<i>Office</i>	13	20	15			
<i>Industrial</i>	18	16	84			
<i>Institutional</i>	0	0	5			
<i>Hotel</i>	0	0	0			
<i>Other</i>	3	-3	-3			
<i>Non-Residential Subtotal</i>	35	34	128			
<i>Residential</i>	0	2	1			
<i>Park</i>	0	0	0			
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____					
Mobility Strategies Applied	<div> <div>Regional Buses</div> <div>Circulators</div> <div>Bicycle Amenities</div> <div>Reduced Parking Supply</div> <div>Pedestrian Amenities</div> <div>Priority for HOV</div> </div> <div> <div>Park and Ride Lots</div> <div>Increased Parking Price</div> <div>Designated Through Route</div> <div>Reduced Traffic Streets</div> <div>Free Fare Zones</div> </div>					

* Numbers in these columns correspond to the number of squares or cubes that are shown on the map board.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, 50 hotel rooms or one 1-acre park.

Other _____

Land Use	You Would Add to Existing:	Comments or Conditions
<i>Commercial</i>		
<i>Office</i>		
<i>Industrial</i>		
<i>Institutional</i>		
<i>Hotel</i>		
<i>Other</i>		
<i>Non-Residential Subtotal</i>		
<i>Residential</i>		
<i>Park</i>		
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____	
Mobility Comments		

Other _____

Land Use	You Would Add to Existing:	Comments or Conditions
<i>Commercial</i>		
<i>Office</i>		
<i>Industrial</i>		
<i>Institutional</i>		
<i>Hotel</i>		
<i>Other</i>		
<i>Non-Residential Subtotal</i>		
<i>Residential</i>		
<i>Park</i>		
Mixed Use	Enter number of Mixed Use cubes you would add for a 33% trip reduction credit per cube: _____	
Mobility Comments		

* Numbers correspond to the number of squares or cubes that are shown on the gameboard map.

Each square or cube represents 50,000 square feet of non-residential development, 50 housing units, or one 1/2 acre park.

Part 1: *Creating a Community Vision (continued)*

Please answer the following questions after playing the General Plan Trade off Exercise and/or indicating your preferences for the amount, type and location of future development.

1. What **anticipated benefits or values** were most important to you as you selected the amount, type and location of future development? Please check your three (3) most important considerations.

(✓3)

Benefit or Value Considered

- _____ Fits in with neighborhood, city and/or historical character
- _____ Creates jobs
- _____ Generates revenues
- _____ Distributes the costs and benefits of development equitably
- _____ Provides needed services
- _____ Upgrades or maintains design quality
- _____ Preserves or enhances the natural environment
- _____ Increases affordable housing stock
- _____ Promotes use of transit and /or supports

2. What **anticipated costs or impacts** were most important to you as you selected the amount, type and location of future development? Please check your three (3) most important considerations.

(✓3)

Cost or Impact Considered

- _____ Increased costs to the City
- _____ Increased traffic congestion
- _____ Loss of open space
- _____ Loss of existing neighborhood, city and/or historical character
- _____ Increased water consumption
- _____ Reduced air quality
- _____ Reduced revenues
- _____ Reduced potential for affordable housing
- _____ Reduced potential for transit, or pedestrian/bicycle scale

Part 2: *Managing the Rate of Development*

This section of the workbook addresses the timing and rate of future development.

3. There are several ways to manage the rate of future growth. Which of the following techniques would you like to see used in Pasadena? Would you like to have the rate of growth determined by:

- ☐ Market Demand
The rate of growth would be determined by the economy and the demand for different land uses.
- ☐ Citywide Development Caps
 - ☐ Annual Cap (*The rate of growth would be limited to a maximum amount allowed per year.*)
 - ☐ Five-Year Caps (*The rate of growth would be limited to a maximum amount allowed in five year increments.*)
- ☐ Phasing Mechanisms (which would be determined by any combination of the following criteria)
 - ☐ By specific geographic area
 - ☐ Linked to a balance between jobs and housing
 - ☐ Linked to traffic levels
 - ☐ Linked to availability of transit options
 - ☐ Linked to provision of affordable housing
 - ☐ Linked to availability of services (such as police, fire, maintenance, human services, etc.)
 - ☐ Linked to fees paid by developers to offset impacts (such as traffic, housing and childcare impacts, etc.)
 - ☐ Other: _____
- ☐ Other: _____

4. Do you have other comments about managing the rate of future development?

Part 3: Planning for Enhanced Mobility

In addition to planning for the most appropriate amounts, locations and types of future development, we must plan for the integration of our land use choices with strategies to enhance mobility within the city. The Sketch Plan proposes seven overall goals and several strategies that serve as a starting point for community discussion. This section presents several questions designed to gather community opinions on how to plan for enhanced mobility.

5. The overall goal of the Sketch Plan Mobility Element is to provide for convenient and efficient mobility within the city while reducing reliance on the automobile as the principal means of travel. Do you agree with this goal? (Please circle a response below.)

Strongly Agree

Somewhat Agree

Do Not Agree

Don't Know

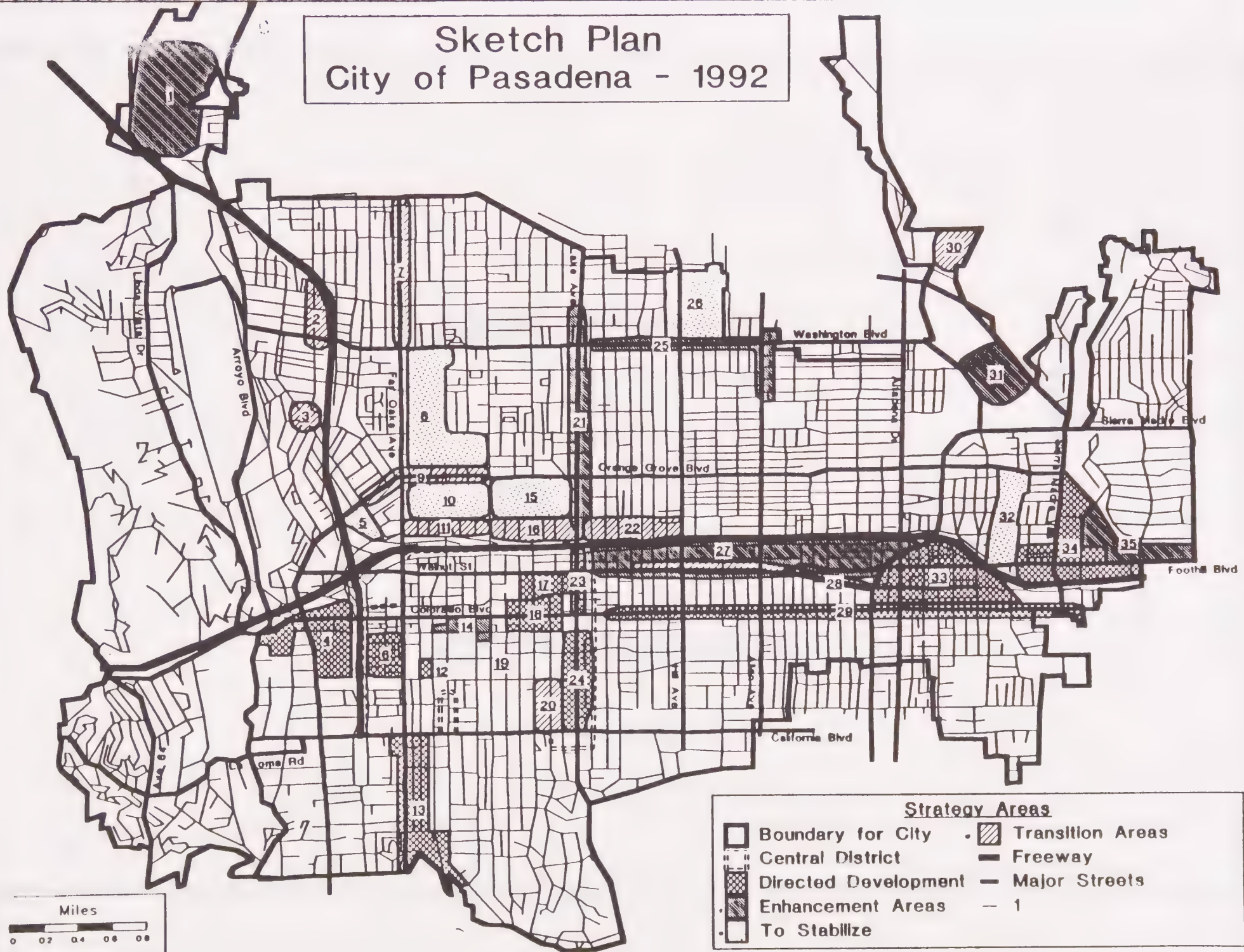
Please explain.

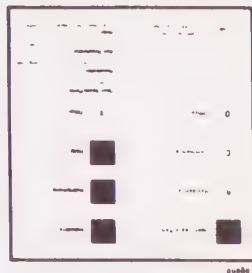
6. The Mobility Element should reflect the community's commitment to achieving specific goals by pursuing specific strategies. The Sketch Plan proposes the following seven overall goals for your consideration and refinement. For each goal, please indicate if you think it is *very important*, *somewhat important* or *not important* to pursue in the future.

	Very Important	Somewhat Important	Not Important
A. Increase the availability and use of transit.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. Increase the use of bicycling and walking.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
C. Reduce the level of vehicular trips in general, and specifically the use of autos for drive-alone trips.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. Develop land use planning strategies to support these mobility goals (such as developing mixed use zoning and encouraging higher densities in transit corridors)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
E. Establish principal mobility corridors within the city to focus travel along certain routes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Reduce adverse impacts of through-traffic and control flows into designated corridors.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
G. Coordinate with regional systems.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. Federal, State and regional air quality and transportation requirements will mandate changes in the way we use automobiles. Therefore, Pasadena's Mobility Element must include goals and strategies to meet these requirements. Can you suggest other alternatives to the Sketch Plan goals and strategies that will still meet those requirements?
8. After hearing the results of the selected impact report, would you like to change any of the land use or mobility choices you made or your small group made? What would you do differently?
9. What are the most important things you learned by participating in this exercise? (Name one or two things.)
10. Do you have any other comments?

Sketch Plan City of Pasadena - 1992





1. Urban Housing



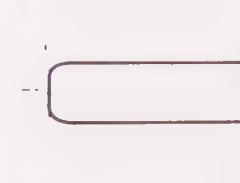
2. Orange Grove/Fair Oaks

3. Playhouse District

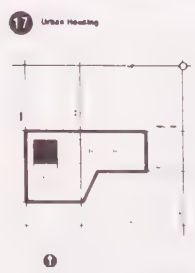


4. Late from Colorado Blvd. North to the Freeway

5. Foodstuffs, Restaurant and Service Streets With East of the Freeway

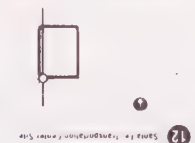


6. Late from Colorado Blvd. North to the Freeway



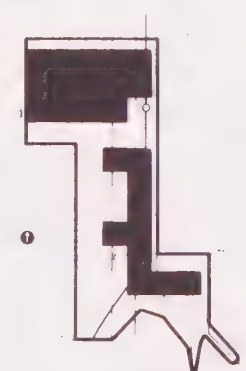
7. Foodstuffs, Restaurant and Service Streets With East of the Freeway

8. Late from Colorado Blvd. North to the Freeway

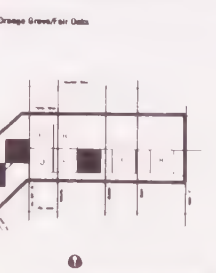


9. Foodstuffs, Restaurant and Service Streets With East of the Freeway

10. Late from Colorado Blvd. North to the Freeway

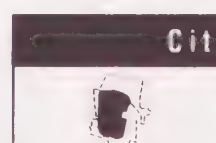


11. Foodstuffs, Restaurant and Service Streets With East of the Freeway



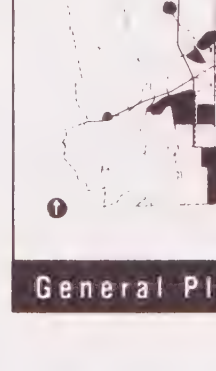
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13. Foodstuffs, Restaurant and Service Streets With East of the Freeway

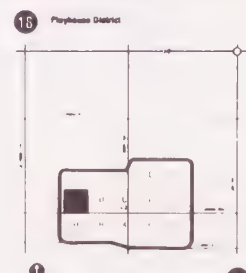


14. Late from Colorado Blvd. North to the Freeway

15. Foodstuffs, Restaurant and Service Streets With East of the Freeway



16. Late from Colorado Blvd. North to the Freeway



17. Foodstuffs, Restaurant and Service Streets With East of the Freeway

18. Late from Colorado Blvd. North to the Freeway

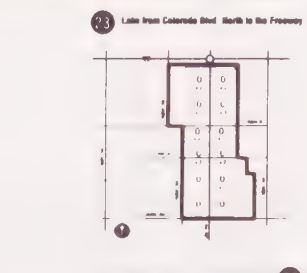


19. Foodstuffs, Restaurant and Service Streets With East of the Freeway

20. Late from Colorado Blvd. North to the Freeway

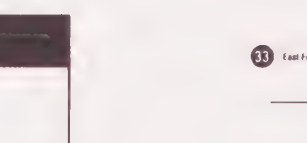


21. Foodstuffs, Restaurant and Service Streets With East of the Freeway



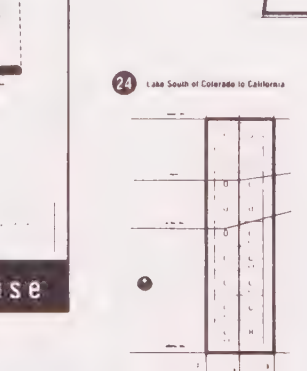
22. Late from Colorado Blvd. North to the Freeway

23. Foodstuffs, Restaurant and Service Streets With East of the Freeway

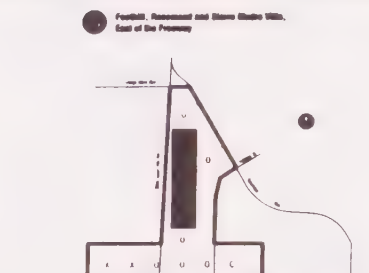


24. Late from Colorado Blvd. North to the Freeway

25. Foodstuffs, Restaurant and Service Streets With East of the Freeway



26. Late from Colorado Blvd. North to the Freeway



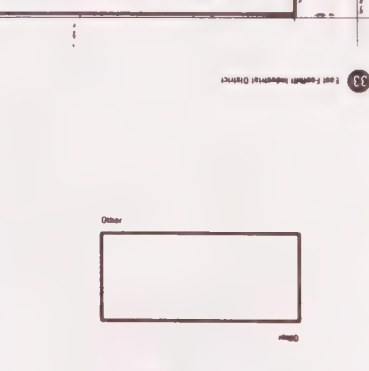
27. Foodstuffs, Restaurant and Service Streets With East of the Freeway

28. Late from Colorado Blvd. North to the Freeway



29. Foodstuffs, Restaurant and Service Streets With East of the Freeway

30. Late from Colorado Blvd. North to the Freeway



31. Foodstuffs, Restaurant and Service Streets With East of the Freeway

City of Pasadena

General Plan Trade-off Exercise

Legend

1	Urban Housing
2	Orange Grove/Fair Oaks
3	Playhouse District
4	Late from Colorado Blvd. North to the Freeway
5	Foodstuffs, Restaurant and Service Streets With East of the Freeway
6	Late from Colorado Blvd. North to the Freeway
7	Foodstuffs, Restaurant and Service Streets With East of the Freeway
8	Late from Colorado Blvd. North to the Freeway
9	Foodstuffs, Restaurant and Service Streets With East of the Freeway
10	Late from Colorado Blvd. North to the Freeway
11	Foodstuffs, Restaurant and Service Streets With East of the Freeway
12	Late from Colorado Blvd. North to the Freeway
13	Foodstuffs, Restaurant and Service Streets With East of the Freeway
14	Late from Colorado Blvd. North to the Freeway
15	Foodstuffs, Restaurant and Service Streets With East of the Freeway
16	Late from Colorado Blvd. North to the Freeway
17	Foodstuffs, Restaurant and Service Streets With East of the Freeway
18	Late from Colorado Blvd. North to the Freeway
19	Foodstuffs, Restaurant and Service Streets With East of the Freeway
20	Late from Colorado Blvd. North to the Freeway
21	Foodstuffs, Restaurant and Service Streets With East of the Freeway
22	Late from Colorado Blvd. North to the Freeway
23	Foodstuffs, Restaurant and Service Streets With East of the Freeway
24	Late from Colorado Blvd. North to the Freeway
25	Foodstuffs, Restaurant and Service Streets With East of the Freeway
26	Late from Colorado Blvd. North to the Freeway
27	Foodstuffs, Restaurant and Service Streets With East of the Freeway
28	Late from Colorado Blvd. North to the Freeway
29	Foodstuffs, Restaurant and Service Streets With East of the Freeway
30	Late from Colorado Blvd. North to the Freeway
31	Foodstuffs, Restaurant and Service Streets With East of the Freeway

Appendix C

Creating a Community Vision Results by Small Group and by Strategy Area

Area 4: Norton Simon Museum, Ambassador College, Elks Club, and Vista del Arroyo

N=62

Average by Workshop Date & Small Group

	4/23	4/27		5/11		5/14	5/20	5/28		Aggregate
	Grp. 5	Grp. 1	Grp. 2	Grp. 1	Grp. 3	Grp. 3	Grp. 1	Grp. 1	Grp. 4	Participant
<i>Land Use</i>	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Average
Commercial	0.2	1.4	1.5	0.9	0.3	0.5	0.6	1.4	2.5	1.1
Office	0.7	2.6	2.5	1.1	2.5	1.3	2.6	4.5	2.8	2.3
Industrial	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Institutional	3.2	4.3	6.0	3.7	-0.3	3.3	2.3	3.3	2.0	3.2
Hotel	0.8	1.1	0.3	1.3	0.3	0.0	0.0	2.4	1.0	0.9
Other	0.3	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.3	0.1
Non-Res. Subtotal	5.2	9.5	10.5	7.0	2.8	5.2	5.6	11.5	8.5	7.6
Residential	0.2	0.6	2.2	0.9	0.5	1.3	1.0	1.9	4.3	1.5
Park	1.3	1.1	1.0	1.4	0.5	3.7	0.7	0.5	1.2	1.3
Mixed Use	0.0	1.1	1.5	0.9	1.5	2.2	0.6	1.9	6.4	1.9

Area 6: Central District Area North Of Del Mar and West of Fair Oaks

N=22

Average by Workshop Date & Small Group

	4/23	5/20	Aggregate
	Grp. 6	Grp. 3	Participant
<i>Land Use</i>	Avg.	Avg.	Average
Commercial	1.6	4.3	3.0
Office	2.0	2.8	2.4
Industrial	0.5	1.5	1.0
Institutional	0.4	0.5	0.4
Hotel	0.1	0.0	0.0
Other	0.0	0.0	0.0
Non-Res. Subtotal	4.6	9.1	6.9
Residential	6.2	2.9	4.5
Park	0.1	1.0	0.5
Mixed Use	1.7	1.5	1.6

Area 9: Orange Grove/Fair Oaks

N=93

Average by Workshop Date & Small Group

Land Use	4/23			4/27	5/11		5/14	5/18	5/19	5/26		5/28		Aggregate
	Grp. 1	Grp. 3	Grp. 5	Grp. 5	Grp. 1	Grp. 2	Grp. 1	Grp. 1	Grp. 1	Grp. 1	Grp. 2	Grp. 1	Grp. 4	Participant
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Average
Commercial	1.3	3.4	2.3	-0.7	3.2	2.2	3.1	2.0	0.9	1.8	1.0	1.9	5.9	2.3
Office	0.7	1.2	1.8	-0.9	2.0	2.6	1.6	0.0	0.0	1.3	0.6	1.4	4.3	1.3
Industrial	1.0	0.0	1.5	0.1	0.0	1.4	2.6	0.0	0.0	0.0	0.0	0.3	1.4	0.6
Institutional	0.8	0.2	-0.3	0.9	0.4	1.2	3.0	0.0	2.0	0.0	0.0	1.9	0.5	0.8
Hotel	0.0	0.0	0.0	0.0	0.0	0.2	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Other	0.5	0.4	0.0	0.0	0.2	0.0	1.1	0.0	0.0	1.0	0.0	0.0	0.5	0.3
Non-Res. Subtotal	4.3	5.2	5.3	-0.6	5.8	7.6	12.9	2.0	2.9	4.1	1.6	5.4	12.5	5.6
Residential	1.9	1.4	1.0	2.1	0.8	4.2	4.4	1.0	0.1	0.7	1.6	2.7	6.6	2.2
Park	0.6	1.4	0.0	0.7	0.4	1.0	1.8	1.0	0.1	0.0	0.8	0.2	1.0	0.7
Mixed Use	0.4	2.0	1.8	0.3	1.3	1.0	0.0	1.0	0.3	0.0	0.2	0.0	7.6	1.2

Area 12: Santa Fe/Transportation Center Site

N=43

Average by Workshop Date & Small Group

Land Use	4/23		4/27				Aggregate
	Grp. 2	Grp. 7	Grp. 1	Grp. 3	Grp. 4	Grp. 5	Participant
	Avg.	Avg.	Avg.	Avg.	Avg.	Avg.	Average
Commercial	0.7	3.0	1.4	1.7	0.9	0.1	1.3
Office	1.0	2.7	0.6	0.9	2.0	0.1	1.2
Industrial	0.0	0.0	0.3	0.4	0.0	-0.6	0.0
Institutional	1.0	0.0	0.0	0.3	0.5	-0.4	0.2
Hotel	0.3	0.2	1.0	0.2	0.1	0.0	0.3
Other	0.2	0.3	0.1	0.1	0.0	-0.6	0.0
Non-Res. Subtotal	3.2	6.2	3.3	3.6	3.6	-1.3	3.0
Residential	1.3	1.7	1.0	0.7	2.1	2.0	1.5
Park	0.5	0.0	0.4	0.6	0.1	0.4	0.3
Mixed Use	0.7	1.0	0.9	1.9	0.0	0.4	0.9

Area 13: South Fair Oaks Biomedical Center (Technopolis)

N=13

Average by Workshop Date & Small Group

	4/27	5/28	Aggregate
	Grp. 1	Grp. 4	Participant
<i>Land Use</i> _____	Avg.	Avg.	Average
Commercial	0.0	2.7	1.9
Office	3.4	5.7	4.5
Industrial	14.1	23.2	18.3
Institutional	5.7	7.3	6.5
Hotel	0.3	0.0	0.2
Other	0.1	0.2	0.1
Non-Res. Subtotal	25.0	39.0	31.4
Residential	0.1	2.8	1.4
Park	0.2	0.8	0.5
Mixed Use	1.1	5.0	2.9

Area 17: Urban Housing

N=11

Average by Workshop Date & Small Group

	5/18	5/26	Aggregate
	Grp. 1	Grp. 2	Participant
<i>Land Use</i>	Avg.	Avg.	Average
Commercial	1.0	2.0	1.4
Office	-1.0	0.5	-0.5
Industrial	0.0	0.0	0.0
Institutional	0.0	0.0	0.0
Hotel	0.0	0.0	0.0
Other	0.0	0.0	0.0
Non-Res. Subtotal	0.0	2.5	0.9
Residential	4.0	1.5	3.1
Park	0.0	1.0	0.4
Mixed Use	0.0	0.0	0.0

Area 18: Playhouse District

N=22

Average by Workshop Date & Small Group

	4/23	4/27		Aggregate
	Grp. 5	Grp. 1	Grp. 2	Participant
<i>Land Use</i>	Avg.	Avg.	Avg.	Average
Commercial	3.2	2.6	3.5	3.1
Office	5.0	2.1	7.7	4.8
Industrial	0.0	0.0	0.0	0.0
Institutional	0.2	2.6	0.3	1.1
Hotel	1.3	0.8	2.3	1.4
Other	0.1	0.1	0.2	0.1
Non-Res. Subtotal	9.8	8.2	14.0	10.5
Residential	3.0	3.1	5.0	3.7
Park	0.4	1.1	0.5	0.7
Mixed Use	3.2	2.9	1.0	2.4

Area 23: Lake from Colorado Boulevard North to the Freeway

N = 12

Average by Workshop Date & Small Group

	5/20	5/28	Aggregate
	Grp. 1	Grp. 2	Participant
Land Use	Avg.	Avg.	Average
Commercial	4.8	8.7	6.8
Office	12.5	32.5	22.5
Industrial	0.0	0.0	0.0
Institutional	0.3	0.2	0.3
Hotel	0.0	0.7	0.3
Other	0.0	0.0	0.0
Non-Res. Subtotal	17.7	42.0	29.8
Residential	0.3	0.8	0.6
Park	0.0	0.3	0.2
Mixed Use	1.2	0.0	0.6

Area 24: Lake south of Colorado to California

N=8

Average by Workshop Date & Small Group

	4/23	4/27	Aggregate
	Grp. 2	Grp. 4	Participant
<i>Land Use</i>	Avg.	Avg.	Average
Commercial	4.0	0.6	1.0
Office	0.0	0.6	0.5
Industrial	0.0	0.0	0.0
Institutional	0.0	0.6	0.6
Hotel	0.0	0.0	0.0
Other	0.0	0.0	0.0
Non-Res. Subtotal	4.0	1.8	2.1
Residential	0.0	2.1	1.9
Park	0.0	0.8	0.7
Mixed Use	0.0	0.0	0.0

Area 29: East Colorado Boulevard from Catalina to Rosemead

N=31

Average by Workshop and Small Group

	4/23	4/27	5/20	5/28	Aggregate
	Grp. 4	Grp. 7	Grp. 2	Grp. 3	Participant
<i>Land Use</i>	Avg.	Avg.	Avg.	Avg.	Average
Commercial	6.9	1.0	6.3	0.6	4.1
Office	3.7	1.0	6.7	2.0	3.9
Industrial	1.4	0.0	1.1	9.0	2.9
Institutional	1.9	1.6	1.7	2.7	2.0
Hotel	0.1	0.6	0.2	0.3	0.3
Other	0.6	0.0	1.6	0.0	0.7
Non-Res. Subtotal	14.6	4.2	17.6	14.6	13.8
Residential	8.1	8.0	12.8	21.1	12.9
Park	1.3	0.4	4.5	2.6	2.6
Mixed Use	4.1	2.0	22.6	10.0	11.6

Area 33: East Foothill Industrial District

N=15

Average by Workshop Date & Small Group

	4/23	5/18	Aggregate
	Grp. 6	Grp. 2	Participant
<i>Land Use</i>	<i>Avg.</i>	<i>Avg.</i>	<i>Average</i>
Commercial	1.7	1.8	1.8
Office	7.3	1.7	4.3
Industrial	6.3	14.6	10.7
Institutional	0.9	0.0	0.4
Hotel	0.1	0.0	0.1
Other	0.0	0.0	0.0
Non-Res. Subtotal	16.3	18.1	17.3
Residential	-2.6	-0.3	-1.4
Park	1.6	2.8	2.2
Mixed Use	0.6	5.1	3.0

Area 34: Foothill, Rosemead and Sierra Madre Villa, East of the Freeway

N=24

Average by Workshop Date & Small Group

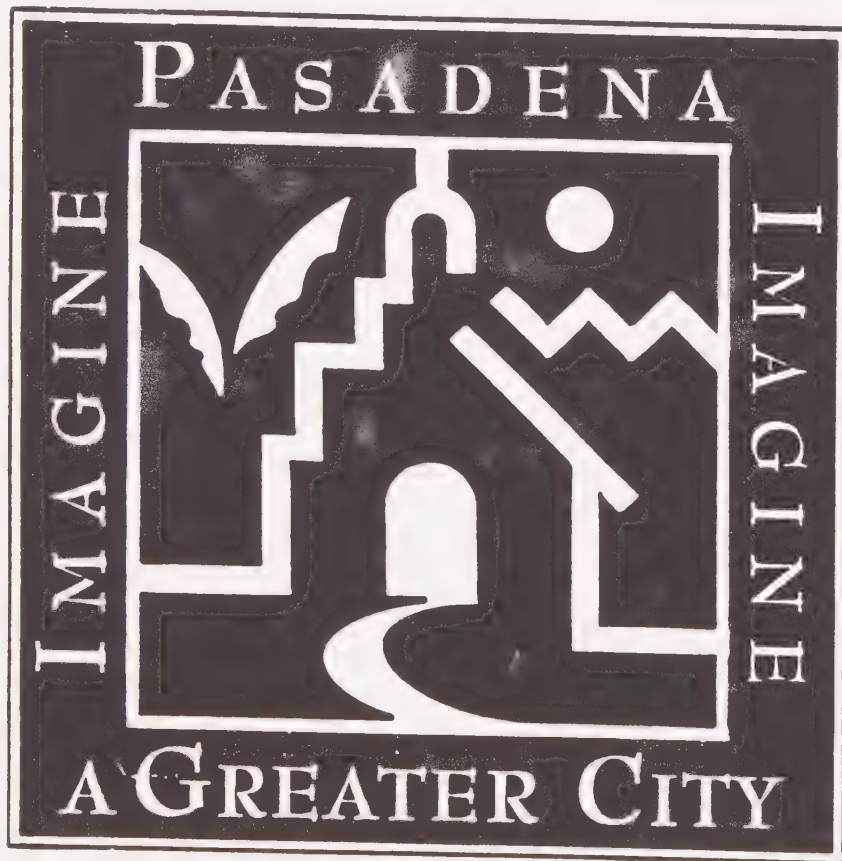
	4/23	5/18	5/19	Aggregate
	Grp. 6	Grp. 3	Grp. 2	Participant
<i>Land Use</i>	Avg.	Avg.	Avg.	Average
Commercial	1.2	9.5	1.8	4.2
Office	4.8	14.3	3.0	7.2
Industrial	9.2	9.6	5.7	7.9
Institutional	0.8	0.5	0.2	0.5
Hotel	1.7	0.0	0.0	0.4
Other	0.0	-0.4	-0.3	-0.3
Non-Res. Subtotal	17.7	33.5	10.4	19.9
Residential	1.0	2.6	1.1	1.6
Park	0.8	2.4	0.7	1.3
Mixed Use	0.5	5.8	0.0	2.0

TECHNICAL APPENDICES



1990 CENSUS SUMMARY

*City of Pasadena
General Plan Revision*



September 1991

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I. BACKGROUND

This Community Profile was prepared as a background report for the General Plan. It contains data from the 1990 Census of Housing and Population. The data is at the citywide and countywide levels. Comparisons are made with data from the 1960, 1970 and 1980 censuses. Some of the data is compared between the nine planning subareas within the city. Later reports will contain more thorough analysis as data becomes available from the Census Bureau.

This reports contains data from the census short form which was mailed to approximately 85% of households nationwide. A further 15% of households received the long form. Attachments A and B are the long and short forms, respectively. Data from the long form will not be available until the middle of 1992.

II. POPULATION

A. TOTAL

Table 1 shows the total population for 1960, 1970, 1980 and 1990. Over the past 30 years the population has increased by 21,720 (19.8%) from 109,871 to 131,591. Between 1980 and 1990 the population increased by 13,041 (11%) while between 1960 and 1970 it decreased by 3,456 (3%).

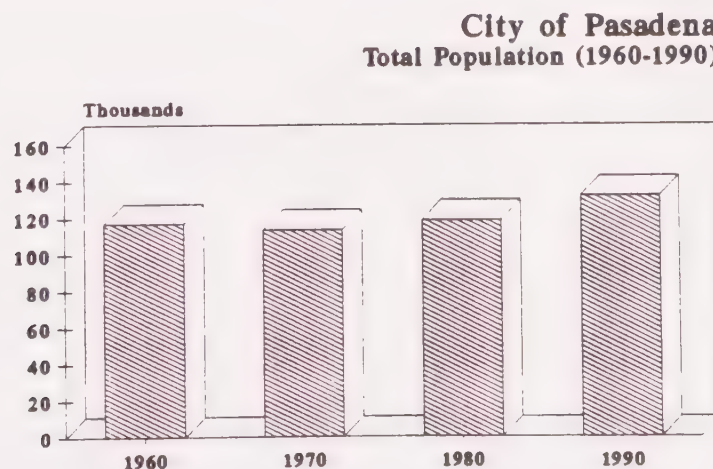


TABLE 1

A breakdown by planning subareas for the same time frame is shown in Table 2. (See Map 1) Subareas 1, 2, 5, 7, 8, had increases in population while subareas 3, 4, 6 and 9 had decreases. Subarea 2 had the largest increase in population of 9,127 (33.9%) and subarea 8 had the largest percentage increase of 40.6% (5,806). Subarea 9 had the largest decrease in population of 1,658 (14.%) while subarea 4 had the largest percentage decrease 16. % (1,074). Over the past 30 years subarea 2 (36,082) contained the largest number of residents. However, subarea 7 (20,118) now is home to the second largest number of residents, replacing subarea 3 (19,019).

SUBAREA	1960	1970	1980	1990
1	4,747	4,977	5,500	5,515
2	26,955	25,536	29,942	36,082
3	19,605	18,869	18,982	19,019
4	6,675	6,419	5,817	5,601
5	7,489	7,806	8,292	8,770
6	8,063	7,490	7,391	8,008
7	14,312	15,622	17,401	20,118
8	17,372	15,092	15,105	18,947
9	11,189	11,022	10,101	9,531
TOTAL	116,407	112,833	118,531	131,591

TABLE 2

B. GENDER

Table 3 shows a breakdown of the city's population by gender for 1980 and 1990. The female population increased by 7,289 (11.7%) to 67,364 while the male population increased by 7,751 (13.7%) to 64,227. Women now comprise 51.2% of total city population while men comprise 48.8%.

GENDER	#	%
FEMALE	67,364	51.2%
MALE	64,227	48.8%
	131,591	100.0%

TABLE 3

C. RACE/ETHNICITY

Table 4 shows the racial/ethnic breakdowns for the 1980 and 1990 Censuses and compares them to countywide totals. Between 1980 and 1990 the White population decreased by 3,491 (5.4%) from 64,816 to 61,325 and the African American population decreased by 570 (2.4%)

from 23,961 to 23,391. The Asian/Pacific Islander population grew by 4,023 (39.6%) from 6,148 to 10,171. The greatest change overall was in the Latino population which increased by 14,140 (64.9%) from 21,772 to 35,912. Latinos now comprise 27.3% of the city's population compared to 18.6% in 1980 and 11.5 in 1970.

RACIAL AND ETHNIC BREAKDOWN FROM 1980 AND 1990 CENSUS'

	TOTAL POPULATION	WHITE	AFRICAN AMERICAN	LATINO	AMERICAN INDIAN, ESKIMO	ASIAN/ PACIFIC ISLANDER	OTHER
1990	131,591	61,325 46.6	23,391 17.8%	35,912 27.3%	436 0.3%	10,171 7.7%	356 0.3%
1980	118,550	64,816 54.7	23,961 18.4%	21,772 18.4%	548 0.5%	6,148 5.2%	1613 1.4%
1990 COUNTY	8,863,164	3,618,850 40.8	934,776 10.5%	3,351,242 37.8%	29,159 0.5%	954,485 10.8%	21,327 0.2%
1980 COUNTY	7,477,503	3,953,603 52.9	926,360 12.4%	2,066,103 27.6%	452,232* 6.0%	452,232* 6.0%	79,205 1.1%

TABLE 4

A further ethnic/racial breakdown by planning subareas is shown in Table 5.

SUBAREA	TOTAL	LATINO	NONLATINO				
			WHITE	AFRICAN AMERICAN	AMERICAN INDIAN/ ESKIMO	ASIAN/ PACIFIC ISLANDER	OTHER
1	5515	301	3825	985	9	379	16
	100.0%	5.5%	69.4%	17.9%	0.2%	6.9%	0.3%
2	36082	15803	4590	14158	134	1290	107
	100.0%	43.8%	12.7%	39.2%	0.4%	3.6%	0.3%
3	19019	3748	12009	1422	57	1749	34
	100.0%	19.7%	63.1%	7.5%	0.3%	9.2%	0.2%
4	5601	531	4215	248	17	585	5
	100.0%	9.5%	75.3%	4.4%	0.3%	10.4%	0.1%
5	8770	1790	5381	463	33	1084	19
	100.0%	20.4%	61.4%	5.3%	0.4%	12.4%	0.2%
6	8008	2182	4199	758	31	799	39
	100.0%	27.2%	52.4%	18.1%	4.1%	10.0%	4.9%
7	20118	2274	14132	1328	66	2285	33
	100.0%	11.3%	70.2%	6.6%	0.3%	11.4%	0.2%
8	18947	8302	5426	3672	34	1378	95
	100.0%	43.8%	28.6%	19.4%	0.2%	7.3%	0.5%
9	9531	981	7548	357	15	622	8
	100.0%	10.3%	79.2%	3.7%	0.2%	6.5%	0.1%
TOTALS	131591	35912	61325	23391	396	10171	356
	100.0%	27.3%	46.6%	17.8%	0.3%	7.7%	0.3%

TABLE 5

Table 6 shows the racial breakdown for Non-Latinos. Out of a total of 95,679 people, 61,325 (64.1%) are White and 23,391 (24.5%) are African American. Asian/Pacific Islanders constitute 10,171 (10.6%) of the Non-Latino population.

NONLATINO	#	%
WHITE	61,325	64.09%
AFRICAN AMERICAN	23,391	24.45%
AMER INDIAN/ ESKIMO, ALEUT	436	0.46%
ASIAN/PACIFIC ISLANDER	10,171	10.63%
OTHER	356	0.37%
TOTAL	95679	100%

TABLE 6

Table 7 shows the racial breakdown for the Latino population. Out of a total population of 35,912 people, 14,017 (39.0%) are White and 1,561 (4.4%) are Black. The Other category accounts for a majority of the Latino population comprising 19,672 (54.8) of the total. Origin of the Latino population is 72.8% (26,126) Mexican, 1.8% (631) Cuban, 1.3% (484) Puerto Rican and 24.1% (8,671) Other Latino.

LATINO	#	%
WHITE	14,017	39.03%
AFRICAN AMERICAN	1,561	4.35%
AMER INDIAN/ ESKIMO, ALEUT	155	0.43%
ASIAN/PACIFIC ISLANDER	507	1.41%
OTHER	19,672	54.78%
TOTAL	35,912	100.00

D. AGE

TABLE 7

Table 8 shows age breakdowns for 1970, 1980 and 1990. The 0-18 and the 65 + groups dropped from 44.3% of total city population to 34.5% between 1970 and 1990. The 0-18 group decreased by 181 and the 65 + by 2,053 during this time period. The largest increase in both numbers and as a percent of total population was in the 19-34 age group which increased by 15,191 (13.4%) from 26,160 to 42,351 people. The median age in 1990 was 32.7 years of age compared to 31.6 in 1980 and 38.5 in 1960.

AGE GROUPS	1970		1980		1990	
	#	%	#	%	#	%
UNDER 1 TO 18 YRS	30,805	27.18%	29,244	24.67%	30,624	23.27%
19 TO 34 YEARS	26,160	23.08%	36,632	30.90%	41,351	31.42%
35 TO 64 YEARS	36,971	32.62%	34,988	29.51%	42,278	32.13%
65 YRS AND OVER	19,391	17.11%	17,686	14.92%	17,338	13.18%
TOTAL	113,327	100%	118,550	100%	131,591	100%

TABLE 8

E. AGE/ETHNICITY

While Latinos comprise 27.3% of the total city population, they account for 40.6% of the population under 18 years of age. Table 9 shows the Latino/Non-Latino breakdown for age groups that correspond approximately to school grades.

AGE GROUP	NONLATINO		LATINO		TOTAL	
	#	%	#	%	#	%
UNDER 1 TO 5 YRS	6941	60.53%	4526	39.47%	11467	100%
6 TO 11 YEARS	5327	58.78%	3735	41.22%	9062	100%
12 TO 13 YEARS	1647	58.84%	1152	41.16%	2799	100%
14 TO 17 YEARS	3300	58.36%	2355	41.64%	5655	100%
TOTALS	17215	59.40%	11768	40.60%	28983	100%

TABLE 9

F. HOUSEHOLDS

There are a total of 50,199 households in Pasadena which, is an increase of 3,165 (6.7%) from 1980 and 5,546 (12.4%) from 1970. The number of family households increased by 1,696 (6.0%) since 1980. Between 1970 and 1980 the number of family households declined slightly by 325. Since 1970 the number of nonfamily households increased by 4,175 (25.7%) and accounted for 75.2% of the increase in total households. (Table 10) There were slight increases in both average household and family sizes.

HOUSEHOLDS BY TYPE	1970		1980		1990	
	#	%	#	%	#	%
TOTAL HOUSEHOLDS	44,653	100.00%	47,034	100.00%	50,199	100.00%
FAMILY HOUSEHOLDS	28,425	63.66%	28,100	59.74%	29,796	59.36%
NONFAMILY HOUSEHOLDS	16,228	36.34%	18,934	40.26%	20,403	40.64%
AVERAGE HOUSEHOLD SIZE	2.45		2.42		2.53	
AVERAGE FAMILY SIZE	3.17		3.17		3.23	
POP IN GROUP QUARTERS	3,929	3.00%	4,711	3.97%	4,479	3.40%
POP IN HOUSEHOLDS	109,938	97.00%	113,839	96.03%	127,112	96.60%
TOTAL POPULATION	113,327	100.00%	118,550	100.00%	131,591	100.00%

TABLE 10

III. HOUSING

A. HOMELESSNESS

In recognition of the enormity of the homeless population nationwide and its increasing size and diversity, the Bureau undertook its first attempt at counting those without homes. Nationwide the count was put at 228,621, with 49,081 living in California. This represents the

largest number of homeless people for all of the states. Los Angeles County's total was 11,790. In Pasadena the count was put at 234 people which included 220 people in shelters and 14 people sleeping outside. There is a recognition that the homeless count nationwide was incomplete but that this was the first occasion that the Bureau attempted a count of the homeless.

However, accurate data on the actual number of homeless people in Pasadena or nationwide is extremely difficult to ascertain given the social, emotional and mental problems of parts of this part of society. In addition, the number can vary depending upon what definition is used to determine homelessness. While this attempt by the Bureau is inadequate, it does bring the issue of homelessness more into the public spectrum.

B. GROUP QUARTERS

Tables 11 and 12 show breakdowns of the types of living arrangements for those Pasadena residents who live in group quarters. Out of the total population of 131,591, a total of 4,479 (3.6%) live in group quarters. Out of this total, 1,861 (41.5%) are institutionalized with 1,740 in nursing homes. Pasadena also has a college dormitory population of 1,181 (26.4%). A total of 1,203 live in Other Institutional Group Quarters which includes rooming houses, homes for the mentally ill, homes for the mentally retarded, etc.

INSTITUTIONALIZED PERSONS	
CORRECTIONAL INSTITUTIONS	0
NURSING HOMES	1740
MENTAL HOSPITALS (Psychiatric)	0
JUVENILE INSTITUTIONS	60
OTHER INSTITUTIONS	61
TOTAL	1861

TABLE 11

OTHER PERSONS IN GROUP QUARTERS	
COLLEGE DORMITORIES	1181
MILITARY QUARTERS	0
EMERGENCY SHELTERS FOR THE HOMELESS	220
VISIBLE IN STREET LOCATION	14
OTHER NONINSTITUTIONAL GROUP QUARTERS	1203
TOTAL	2618

TABLE 12

C. TOTAL UNITS

Table 13 shows the total number of housing units for 1970, 1980 and 1990 and Table 14 shows a breakdown for occupied units only. The total number of housing units increased by 2,639 (5.6%) between 1970 and 1980 and by 3,300 (6.6%) between 1980 and 1990. Home ownership increased both in whole numbers, from 19,483 to 23,227, and as a percentage of total units from 41.2% to 43.8%, in the past twenty years. The homeownership rate countywide was 48.2% countywide and 39.4% for the City of Los Angeles. In the SCAG region (L. A., Riverside, San Bernardino, Orange, Ventura and Imperial Counties), Riverside County had the highest ownership rate per county with 67.4%, while Los Angeles was the lowest. (Nationwide ownership rate was 64.2%)

	1970		1980		1990	
	#	%	#	%	#	%
OWNER	19,483	41.37%	21,494	43.22%	23,227	43.80%
RENTAL	25,170	53.45%	25,562	51.40%	26,972	50.86%
VACANT	2,440	5.18%	2,676	5.38%	2,833	5.34%
TOTAL	47,093	100%	49,732	100%	53,032	100%

TABLE 13

	1970		1980		1990	
	#	%	#	%	#	%
OWNER	19,483	43.63%	21,494	45.68%	23,227	46.27%
RENTAL	25,170	56.37%	25,562	54.32%	26,972	53.73%
TOTAL	44,653	100%	47,056	100%	50,199	100%

TABLE 14

The number of rental units increased by 1,802 (7.2%) between 1970 and 1990. It should be noted that 1,410 (78%) of this increase in rental units occurred in the 1980's. However, rental units as a percent of total units decreased by 2.6% from 53.5% to 50.9% between 1970 and 1990.

D. VACANT HOUSING

Table 15 shows a breakdown by types of vacant units. For Rent units account for 49.5% of all vacant units. The Bureau classified units to be vacant if no one was living in it at the time of enumeration. This includes units under construction if all exterior windows and doors are installed and final usable floors are in place. This may account for the 494 units listed as Other Vacant. Pasadena's vacancy rate was 5.3% compared to 5.5% countywide. Overall Riverside had the highest vacancy rate in the SCAG region of 16.9% and Ventura County had the lowest of 4.9%.

TYPE OF VACANCY	#	%
FOR RENT	1403	49.5%
FOR SALE ONLY	468	16.5%
RENTED OR SOLD, NOT OCCUPIED	331	11.7%
FOR SEASONAL OR OCCASIONAL USE	136	4.8%
FOR MIGRANT WORKERS	1	0.0%
OTHER VACANT	494	17.4%
TOTAL	2833	100.0%

TABLE 15

E. UNITS IN STRUCTURE

Table 16 compares the number of units in structures for 1970 through 1990. The number of single family homes and the percentage these comprise of total housing units decreased by 2,617 (9.5%) from 27,580 to 24,963. In 1970 single family homes comprised 58.6% of total units but this declined to 50.9% in 1980 and 47.1% in 1990. The number of multi-family housing units increased by 8,600 (44%) and now account for 51.3% of all housing units. There was a major increase in the number of 1 Unit Attached (ie. townhomes and row houses) structures from 571 to 3,451 (600%), with this type of units now accounting for 6.5% of total city housing units.

	1970		1980		1990	
	NO.	%	NO.	%	NO.	%
1 DETACHED	27580	58.62%	25296	50.91%	24963	47.07%
1 ATTACHED	571	1.21%	2398	4.83%	3451	6.51%
2	2092	4.45%	1526	3.07%	1569	2.96%
3 OR 4	2999	6.37%	2794	5.62%	3094	5.83%
5 OR MORE	13807	29.35%	17642	35.51%	19955	37.63%
MOBILE HOME	0	0.00%	27	0.05%	24	0.05%
OTHER	0	0.00%	0	0.00%	759	1.43%
TOTAL	47049	100%	49683	100%	53032	100%

TABLE 16

Other changes include the reduction in the number of duplexes by 566 from 2,092 in 1970 to 1,526 in 1980. However, between 1980 and 1990 the number of duplexes increased by 43 but now only account for 3.0% of total housing units, which is down from 6.4% in 1970. While single family houses constitute the largest group with 47.1%, multi-family buildings with five or more units have increased to constitute 37.6% of housing units.

It should be noted that there may have been some confusion on behalf of respondents to the Census about the wording of this question on both the long and short forms. The issue is why 759 responded to the "Other" category when none did so in either 1970 nor 1980. In the 1980 Census there was no "Other" category, instead there was a category called "Boat, Tent, Van, etc". The 1990 "Other" category contains "Houseboats, Railroad Cars, Campers and Vans". It is believed that people who did not know how many units were in their apartment buildings and responded with "Other" instead of guessing or not answering the question.

F. RENTAL HOUSING

Table 17 shows rents paid by those living in rental housing. The median rent paid was \$573 per month. The median rent for the lowest quartile was \$455 and \$732 for the upper quartile. Comparable rates countywide are \$570 median, and \$441 and \$728 respectively for the lowest and highest quartiles. Thus, rents in Pasadena are slightly more than rents countywide. (Nationally, the median rent was \$374) This data does not take the number of bedrooms per unit into consideration. That data is part of the long form questionnaire which will not be available until next year. The \$500 to \$599 group containing 20.4% was the largest group overall.

CONTRACT RENTS	#	%
ZERO TO \$199	1228	4.60%
\$200 TO \$299	973	3.65%
\$300 TO \$399	2063	7.73%
\$400 TO \$499	4690	17.58%
\$500 TO \$599	5441	20.40%
\$600 TO \$699	4221	15.83%
\$700 TO \$749	1527	5.73%
\$750 TO \$999	3923	14.71%
\$1,000 OR MORE	2069	7.76%
NO CASH RENT	536	2.01%
TOTAL	26671	100%

TABLE 17

Table 18 shows the maximum rent levels used by the City of Pasadena when computing affordable housing. These figures are used by the City for affordable housing covenants that are signed by developers. These rent levels are provided by The Department of Housing and Urban Development (HUD) and are for the Los Angeles/Long Beach Primary Metropolitan Statistical Area (PMSA). The \$573 median rent level most closely resembles that of a low income household renting a two-bedroomed unit or a very low-income household renting a four-bedroomed unit. The crosstab that shows people by number of bedrooms is from the long form.

NUMBER OF BEDROOMS	0	1	2	3	4
VERY LOW INCOME	\$368	\$420	\$473	\$525	\$567
LOW INCOME	\$441	\$504	\$567	\$630	\$680
MODERATE INCOME	\$809	\$924	\$1,040	\$1,155	\$1,247

TABLE 18

G. RENTAL OCCUPIED HOUSING - UNITS IN STRUCTURE

Table 19 shows the number of units in housing structures for renter units. There are 20,763 (77.0%) units which are multi-family and 5,771 (21.4%) single family homes. For multi-family housing, the plurality was units in the 10 to 19 group (17.5%).

RENTER OCCUPIED UNITS	#	%
1 DETACHED	5771	21.40%
1 ATTACHED	1543	5.72%
2	1327	4.92%
3 OR 4	2553	9.47%
5 TO 9	3851	14.28%
10 TO 19	4731	17.54%
20 TO 49	4146	15.37%
50 TO MORE	2612	9.68%
MOBILE HOME OR TRAILER	4	0.01%
OTHER	434	1.61%
TOTAL	26972	100%

TABLE 19

H. RENTER OCCUPIED HOUSING - PERSONS PER TYPE

While 21.4% of the rental units are single family residences, 28.4% of renters overall live in this type of housing. Correspondingly, 70.2% of renters live in the 77.0% of rental housing that is multi-family. Table 20 also shows that buildings with greater than 10 units accounted for 42.6% of all rental units but only for 33.8% of the population living in rental housing. Therefore, more single people and/or small families who are renters are living in larger apartment complexes.

PERSONS PER TYPE: RENTER OCCUPIED	#	%
1 DETACHED	18708	28.35%
1 ATTACHED	4846	7.34%
2	3460	5.24%
3 OR 4	6748	10.22%
5 TO 9	8986	13.62%
10 TO 19	10248	15.53%
20 TO 49	8061	12.21%
50 TO MORE	4005	6.07%
MOBILE HOME OR TRAILER	16	0.02%
OTHER	920	1.39%
TOTAL	65998	100%

TABLE 20

I. OWNER OCCUPIED HOUSING - UNITS IN STRUCTURE

Single family homes account for 18,182 (78.3%) out of a total of 23,227 owner occupied housing units citywide. This compares with 21.4% for rental occupied housing units. Correspondingly, the same reverse relationship exists for owner occupied multi-family rental units with 20.4% (see Table 21).

OWNER OCCUPIED UNITS	NO.	%
1 DETACHED	18182	78.28%
1 ATTACHED	1681	7.24%
2	145	0.62%
3 OR 4	350	1.51%
5 TO 9	521	2.24%
10 TO 19	607	2.61%
20 TO 49	1043	4.49%
50 TO MORE	396	1.70%
MOBILE HOME OR TRAILER	19	0.08%
OTHER	283	1.22%
TOTAL	23227	100%

TABLE 21

J. OWNER OCCUPIED HOUSING - PERSONS PER TYPE

As shown in Table 22, 84.4% of the people living in owner occupied housing live in single family residences compared to 14.4% living in multi-family structures.

PERSONS PER TYPE: OWNER OCCUPIED	#	%
1 DETACHED	51,577	84.39%
1 ATTACHED	3,656	5.98%
2	334	0.55%
3 OR 4	697	1.14%
5 TO 9	907	1.48%
10 TO 19	977	1.60%
20 TO 49	1,659	2.71%
50 TO MORE	587	0.96%
MOBILE HOME OR TRAILER	83	0.14%
OTHER	637	1.04%
TOTAL	61,114	100%

TABLE 22

K. HOUSING - PERSONS PER UNIT

Tables 23 and 24 show the number of people per unit for occupied and rental units, respectively. For both, the number of people per single family units and townhomes is greater than the multi-family categories. There are 70,285 (53.4%) residents living in rental and owner occupied single-family units, 8,502 (6.5%) in townhomes and 52,804 (40.1%) in multi-family housing.

OWNER OCCUPIED	PERSON PER UNIT
1 DETACHED	2.8
1 ATTACHED	2.2
2	2.3
3 OR 4	2.0
5 TO 9	1.7
10 TO 19	1.6
20 TO 49	1.6
50 OR MORE	1.5
MOBILE HOME	4.3
OTHER	2.3

TABLE 23

RENTER OCCUPIED	PERSON PER UNIT
1 DETACHED	3.2
1 ATTACHED	3.1
2	2.6
3 OR 4	2.6
5 TO 9	2.3
10 TO 19	2.2
20 TO 49	1.9
50 OR MORE	1.5
MOBILE HOME	4.0
OTHER	2.2

TABLE 24

There are 2.5 people per housing unit for all units citywide. This increases to 2.6 people per unit if vacant units are removed from the total. Planning subarea 2 has the highest rate with 3.4 people per unit and subarea 7 has the lowest with 1.8 people per unit. (Table 25) Countywide there are 2.9 people per unit.

SUBAREA	POPULATION	HOUSING UNITS	PERSON PER UNIT
1	5515 100.0%	2346 4.4%	2.4
2	36082 100.0%	10565 19.9%	3.4
3	19019 100.0%	7492 14.1%	2.5
4	5601 100.0%	2177 4.1%	2.6
5	8770 100.0%	4117 7.8%	2.1
6	8008 100.0%	3334 6.3%	2.4
7	20118 100.0%	11012 20.8%	1.8
8	18947 100.0%	7828 14.8%	2.4
9	9531 100.0%	4161 7.8%	2.3
TOTALS	131591	53032	2.5

TABLE 25

L. HOUSING - OVERCROWDING

Overcrowding is defined by the Census Bureau as more than one person per room. The City, in conformance with State health and safety codes, defines overcrowding as more than two persons per 250 square feet and each additional person above 100 square feet.

Tables 26 and 27 show the number of persons per room for owner occupied and renter occupied housing units, respectively. An even 93% of people residing in owner occupied housing units have less than one person per room compared to 81.6% for residents of rental housing. Therefore, overcrowding, as defined by the Census Bureau, is 7% for owner occupied units and more than double that at 18.4% for renters. Countywide overcrowding is 19.2% which comprises 27.5% of renter occupied and 10.4% of owner occupied units. Among the counties in the SCAG region Imperial County has the lowest overcrowding rate of 3.2%. This county also has the largest number of persons per unit (3.3) in the region.

OWNER OCCUPIED PERSONS/ROOM		
0.50 OR LESS	16,955	73.0%
0.51 TO 1.00	4,641	20.0%
1.01 TO 1.50	782	3.4%
1.51 TO 2.00	524	2.3%
2.01 OR MORE	325	1.4%
TOTAL	23,227	100.0%

TABLE 26

RENTER OCCUPIED PERSONS/ROOM		
0.50 OR LESS	13,543	50.2%
0.51 TO 1.00	8,470	31.4%
1.01 TO 1.50	1,624	6.0%
1.51 TO 2.00	1,581	5.9%
2.01 OR MORE	1,754	6.5%
TOTAL	26,972	100.0%

TABLE 27

M. TENURE BY AGE OF HOUSEHOLDER - RENTER OCCUPIED

Out of a total of 26,972 households, 15,521 (57.5%) are headed by a person aged between 25 and 44 years of age. (Table 28) 22.0% of rental units are headed by persons aged over 55 years.

RENTER OCCUPIED	#	%
15 TO 24 YEARS	2,623	9.7%
25 TO 34 YEARS	9,541	35.4%
35 TO 44 YEARS	5,980	22.2%
45 TO 54 YEARS	2,883	10.7%
55 TO 64 YEARS	1,986	7.4%
65 TO 74 YEARS	1,710	6.3%
75 YEARS AND OVER	2,249	8.3%
TOTAL	26,972	100.0%

TABLE 28

N. TENURE BY AGE OF HOUSEHOLDER - OWNER OCCUPIED

Table 29 shows tenure by age for owner occupied housing. Those aged between 28 to 44 years of age comprise 35.6% of owner occupied housing units. However, 52.% of owner occupied units are headed by persons over 55 years. This again points to a situation where relatively younger headed households live in rental housing while relatively older people own their own homes.

OWNER OCCUPIED	#	%
15 TO 24 YEARS	207	0.9%
25 TO 34 YEARS	3,116	13.4%
35 TO 44 YEARS	5,165	22.2%
45 TO 54 YEARS	4,306	18.5%
55 TO 64 YEARS	3,779	16.3%
65 TO 74 YEARS	3,578	15.4%
75 YEARS AND OVER	3,076	13.2%
TOTAL	23,227	100.0%

TABLE 29

O. HOUSING - COST

The median value of owner occupied housing was \$284,100 in Pasadena and \$226,400 countywide. In 1980 the median value in Pasadena was \$92,100 and \$26,300 in 1970. This represents increases in value of 308% between 1980 and 1990 and 1080% between 1970 and 1990. The median value in 1990 for the lowest quartile was \$187,000 and \$431,800 for the highest quartile. These figures are based on self-reporting by the respondents to the Census. Table 30 shows a breakdown for owner occupied housing values. The \$500,000 Or More group has the largest percent overall (18.6%) with the Less than \$100,000 being the smallest group (5.5%). Housing valued at over \$300,000 accounts for 46.2% of all owner occupied housing citywide. Data of values of rental housing was not asked in the Census.

HOUSING VALUE				#	%
LESS THAN	TO	\$100,000		1,028	5.48%
\$100,000	TO	\$149,999		1,703	9.07%
\$150,000	TO	\$199,999		2,628	14.00
\$200,000	TO	\$249,000		2,464	13.13
\$250,000	TO	\$299,999		2,288	12.19
\$300,000	TO	\$399,999		3,407	18.15
\$400,000	TO	\$499,999		1,758	9.37%
\$500,000	OR	MORE		3,493	18.61
TOTAL				18,769	100%

TABLE 30

IV. INCOME/EMPLOYMENT

A. INCOME

The California Manufactures Register provided the data contained in Table 31 for 1989. This shows the household disposable income (ie. after taxes) for four income groups and compares this to countywide averages. The largest income group for Pasadena and countywide are those households earning over \$50,000 per year. The median household income was \$27,864 for Pasadena and \$30,489 countywide. Income questions on the census were on the long form and will not be available until that data is released.

1989 DISPOSABLE * HOUSEHOLD INCOME	A	B	C	D	* A \$10,000-\$19,999 B \$20,000-\$34,999 C \$35,000-\$49,999 D \$50,000 +
PASADENA	20.1%	23.0%	14.7%	25.9%	
COUNTYWIDE	18.4%	23.0%	16.5%	27.3%	

TABLE 31

B. EMPLOYMENT

Similar to income, census data from the 1990 census is not available yet. Table 32 contains data from the 1973, 1976 and 1984 Industrial-Commercial Employment Project (ICE) and was prepared by the County of Los Angeles and the Employment Development Department. (Please note that the total employment figures do not add up because of suppression of some of the data.) The number of jobs in Pasadena grew by 21,117 (33.4%) between 1973 and 1984. The service sector contains the largest number of jobs, accounting for 46.7% of total jobs in 1984.

TYPE OF EMPLOYMENT	1973		1976		1984	
	#	%	#	%	#	%
AGRICULTURE	298	0.5%	305	0.5%	551	0.7%
CONTRACT CONSTRUCTION	1,292	2.1%	1,065	1.8%	1,402	1.8%
MANUFACTURING	8,048	12.8%	8,400	13.2%	8,071	10.4%
TRANS, COMMER, ELECT	2,605	4.1%	2,525	4.0%	3,855	5.0%
WHOLESALE TRADE	12,476	19.8%	15,995	25.2%	16,765	21.6%
FINANCE REAL ESTATE	6,754	10.7%	12,326	14.7%	8,202	10.9%
SERVICES	22,138	35.1%	16,284	26.7%	36,029	46.7%
PUBLIC ADMINISTRATION	9,258	15.0%	8,915	14.0%	2,016	2.6%
NONCLASSIFIABLE	139	0.01%	379	0.5%	289	0.4%
TOTALS	63,197		76,096		84,314	

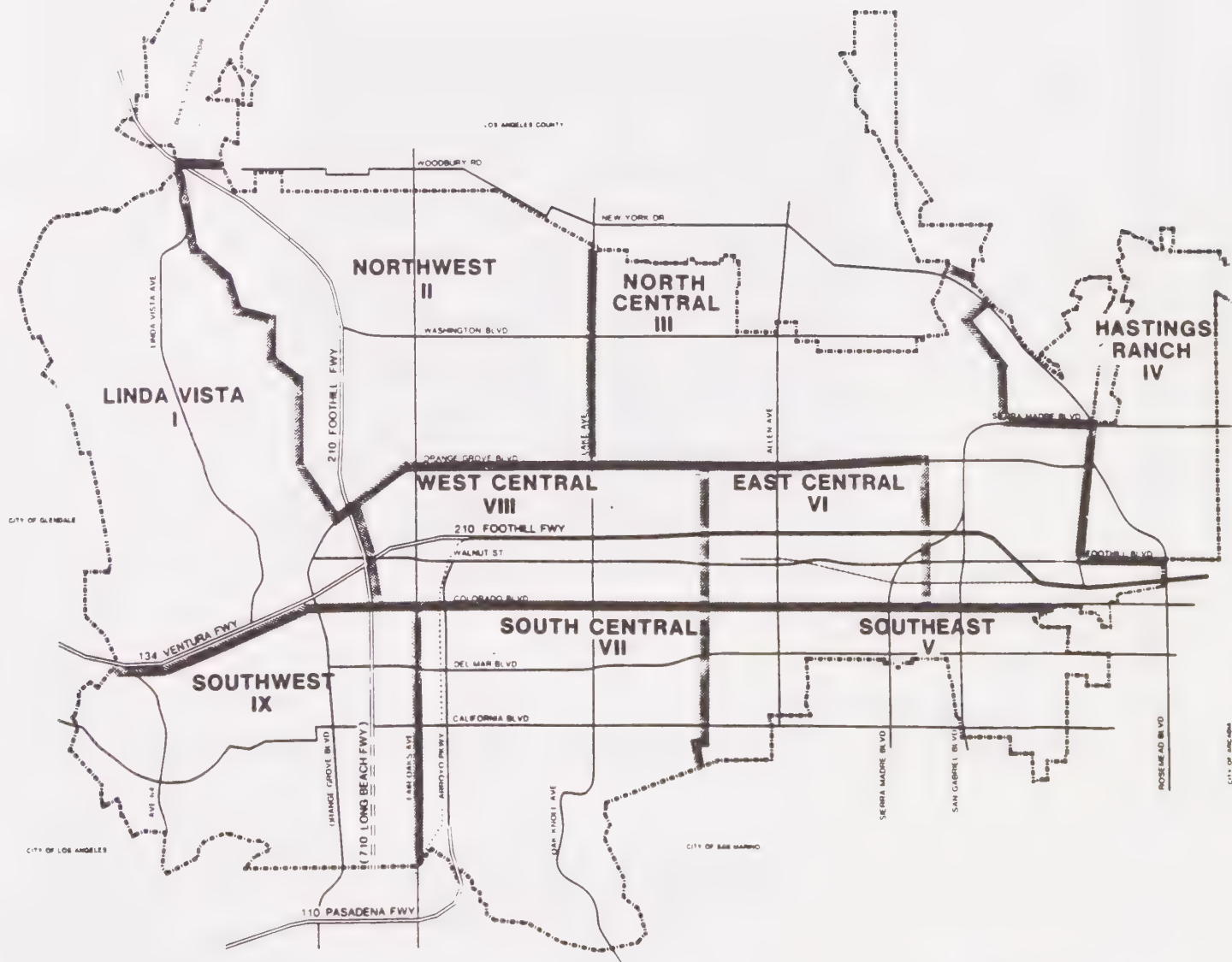
TABLE 32

V. CONCLUSIONS

Among California cities, Pasadena is unique in its mix of old and new, traditional and modern. What the census data tells us is how diverse a community Pasadena has become over the years. It is this uniqueness and diversity which singles out Pasadena as a city without compare in Southern California.

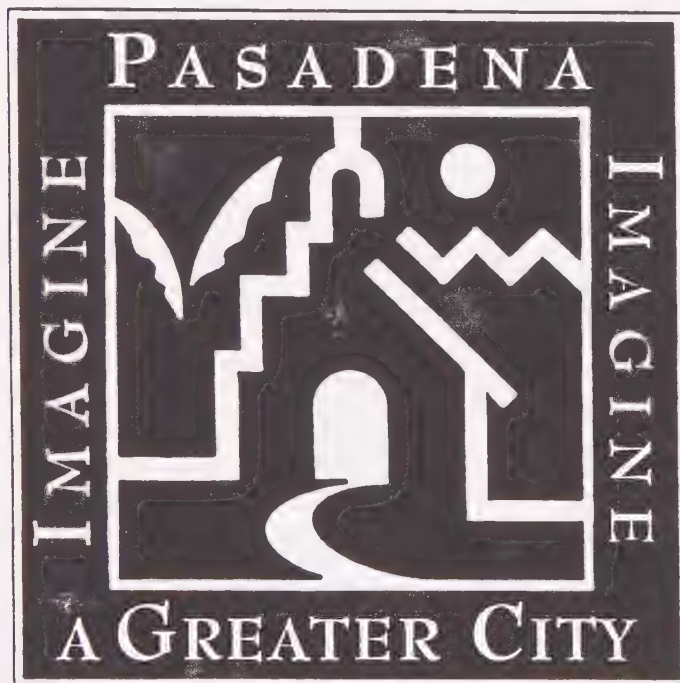
Later reports will contain data and analysis of the nine planning subareas as the data becomes available from the Census Bureau. This data will be compared with the data from the previous censuses.

Area Boundaries by Name and Number



PLANNING DEPARTMENT
CITY OF PASADENA

*City of Pasadena
General Plan Revision*



June 1992

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I. INTRODUCTION

The Census Bureau is in the process of releasing data from the 1990 Census of Housing and Population. The data currently being released is from the Long Form questionnaire which was mailed to approximately one in seven households throughout the nation. This form contained more detailed questions concerning employment, income and housing costs. This information has been released at the state, county and citywide level. Later data sets of this information will be at the census tract level. This data will be used to prepare a neighborhood profile study similar in scope to reports prepared following the 1980 Census. This will be used as a background report in the technical section of the General Plan update.

This report is the second in a series of reports that are being prepared from the Census data. This report contains tables that highlight some of the key data relating to employment, income and housing costs for Pasadena. This data is compared with a similar data set for Los Angeles County. This report does not contain all of the data that is available or will be available. Later reports will be more comprehensive in nature by including more detailed data. Attached is a six page set of data from which this report emanated. The Southern California Association of Governments is in the process of mailing out a 29 page set of data similar in form to this attachment with with considerable more detail.

II. INCOME DATA



Table 1 contains household income data for the State of California, Los Angeles County and City, Pasadena and other cities. The data for 1980 has been adjusted for inflation between then and 1990. Overall, Pasadena's median household income increased by 28.6% to \$35,103 compared to \$34,965 for the County of Los Angeles. This contrasts with the 1980 Census when Pasadena's median income was \$2,119 less than the County median.

The highest median household income for a city in Los Angeles County was in the City of Hidden Hills which was over \$150,001 while the lowest was for the City of Vernon at \$17,031. The City of Bradbury had the greatest percentage increase of 65% from \$64,525 to \$105,178 while the City of Monterey experienced a decrease of 3.3%.

MEDIAN HOUSEHOLD INCOME	1980	1990	% CHANGE SINCE 1980
PASADENA	\$27,296	\$35,103	28.6%
LOS ANGELES CITY	\$26,372	\$30,925	17.2%
LOS ANGELES COUNTY	\$29,415	\$34,965	18.8%
CALIFORNIA	\$30,575	\$35,798	17.1%
SAN MARINO	\$76,104	\$100,077	31.5%
SOUTH PASADENA	\$33,341	\$43,043	29.1%
LA CANADA FLINTRIDGE	\$63,375	\$78,965	24.6%
GLENDALE	\$28,836	\$34,372	19.2%
SIERRA MADRE	\$36,790	\$46,502	26.4%
ARCADIA	\$41,715	\$47,347	13.5%
HIDDEN HILLS	\$103,378	\$150,001	45.1%
BRADBURY	\$64,526	\$105,178	63.0%
VERNON	\$17,031	\$17,031	0.0%
MONTEREY PARK	\$32,605	(\$31,563)	-3.3%

TABLE 1



Table 2 shows a breakdown of income by 10 income categories for Pasadena and Los Angeles County. Income levels are similar. However, Pasadena has a higher percentage (17.6%) of households earning over \$75,000 per annum than the County rate (15.3%).

HOUSEHOLD INCOME	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
NUMBER OF HOUSEHOLDS	50,409	100.0%	2,994,343	100.0%
LESS THAN \$5,000	2,617	5.2%	142,450	4.8%
\$5,000 TO \$9,999	4,070	8.1%	240,610	8.0%
\$10,000 TO \$14,999	3,790	7.5%	225,368	7.5%
\$15,000 TO \$24,999	7,466	14.8%	455,030	15.2%
\$25,000 TO \$34,999	7,189	14.3%	434,946	14.5%
\$35,000 TO \$49,999	8,303	16.5%	518,283	17.3%
\$50,000 TO \$74,999	8,109	16.1%	519,060	17.3%
\$75,000 TO \$99,999	3,770	7.5%	223,273	7.5%
\$100,000 TO \$149,999	2,974	5.9%	144,094	4.8%
\$150,000 OR MORE	2,119	4.2%	91,229	3.0%
MEDIAN HOUSEHOLD INCOME	\$35,103		\$34,965	

TABLE 2

III. INCOME BY RACE/ETHNICITY

Table 3 gives a breakdown of income by race and Latino Origin for nine different income categories. It should be noted that Latinos are included in all of the race groups. The crosstab that separates Latinos into a discrete group will be contained in a future data set from the Bureau. This means that there is a double count of Latinos in this data set. However, from previously released data Pasadena's Latinos identified themselves as 39% White, 4.4% African American, 0.4% Native American, 1.4% Asian/Pacific Islander and 54.8% Other.

HOUSEHOLD INCOME BY RACE/LATINO ORIGIN	WHITE	AFRICAN AMERICAN	NATIVE AMERICAN	ASIAN/PAC ISLANDER	OTHER	LATINO ORIGIN
0 - \$4,999	1,341	783	18	295	180	356
\$5,000 - \$9,999	2,255	1,235	58	181	343	634
\$10,000 - \$14,999	2,137	851	27	196	579	1,018
\$15,000 - \$24,999	4,324	1,523	64	514	1,041	1,902
\$25,000 - \$34,999	4,319	1,367	69	568	866	1,614
\$35,000 - \$49,999	5,340	1,452	16	642	853	1,469
\$50,000 - \$74,999	5,418	1,280	91	806	514	1,075
\$75,000 - \$99,999	2,963	400	31	234	142	483
\$100,000 OR MORE	4,472	219	0	307	95	275
MEAN	\$58,428	\$32,438	\$34,430	\$47,585	\$31,047	\$34,434

TABLE 3



Average household incomes were as follows: White \$58,428, African American \$32,438, Latino \$34,434, Native American \$34,430, Asian Pacific Islander and Other \$31,047.

IV. POVERTY LEVEL

The Census Bureau uses a household income for four people of \$12,674 as a measure for poverty status. Using this definition, 14.9% of all residents of Pasadena were living below the poverty level (Table 4). Female headed families and children under five years of age had significantly higher levels of poverty with rates of 24.3% and 24.5% respectively. Persons over 65 years of age, persons over 18 and all families had lower rates of 9.8%, 12.7% and 11.1%. In 1980 the poverty rate was 13.6% which is 1.3% less than the rate for 1990.

POVERTY STATUS	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
ALL PERSONS	127,660	100.0%	8,682,078	100.0%
-BELOW POVERTY LEVEL	19,043	14.9%	1,308,255	15.1%
PERSONS OVER 18	99,829		6,413,902	
-BELOW POVERTY LEVEL	12,721	12.7%	811,751	12.7%
PERSONS OVER 65	15,674		812,151	
-BELOW POVERTY LEVEL	1,540	9.8%	74,701	9.2%
CHILDREN UNDER 18	27,630		2,251,072	
-BELOW POVERTY LEVEL	6,141	22.2%	482,514	21.4%
CHILDREN UNDER 5	9,317		708,093	
-BELOW POVERTY LEVEL	2,280	24.5%	155,960	22.0%
ALL FAMILIES	30,443		2,036,104	
-BELOW POVERTY LEVEL	3,386	11.1%	237,153	11.6%
FEMALE HEADED FAMILIES	6,419		382,955	
-BELOW POVERTY LEVEL	1,563	24.3%	101,427	26.5%

TABLE 4

V. POVERTY BY RACE/ETHNICITY

Table 5 provides a racial/ethnic breakdown for those above and below the poverty level. The below poverty rate for African Americans was 19.4% compared to 10.3% for Whites and 27.5% for Other. The rate for Latinos was 24.8%. (Please note the previously referenced double count of Latinos in the racial categories)



	AT OR ABOVE POVERTY		BELOW POVERTY		TOTALS		PERCENT OF RACE/ ETHNIC BELOW POVERTY
	#	%	#	%	#	%	
WHITE	65,066	59.90%	7,472	39.61%	72,538	56.90%	10.30%
AFRICAN AMERICAN	19,414	17.87%	4,685	24.84%	24,099	18.90%	19.44%
ASIAN/PAC ISLANDER	9,359	8.62%	1,108	5.87%	10,467	8.21%	10.59%
OTHER NATIVE AMERICAN	14,229	13.10%	5,401	28.63%	19,630	15.40%	27.51%
TOTALS	549	0.51%	197	1.04%	746	0.59%	26.41%
	108,617	100.00%	18,863	100.00%	127,480	100.00%	14.80%
HISPANIC	26,265	24.18%	8,660	45.91%	34,928	27.40%	24.79%

TABLE 5

VI. TYPES OF INCOME

The amounts and types of income received by households are shown in table 6. The average income for a wage earning household was \$46,403, self employed \$28,131, Social Security \$8,182, pensions \$11,002 and \$5,688 for those on public assistance. It seems that those relying exclusively for income on either Social Security or public assistance form a majority of those living below the poverty line.

INCOME TYPE	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
HOUSEHOLDS	50,409	100.0%	2,994,343	100.0%
WITH WAGE INCOME	39,423	78.2%	2,402,906	80.2%
-AVERAGE WAGE	\$46403		\$44684	
NONFARM SELF EMPLOYMENT	8,092	16.1%	433,332	14.5%
-AVERAGE WAGE	\$28131		\$28285	
FARM SELF EMPLOYED	307	0.6%	18,554	0.6%
-AVERAGE WAGE	\$7729		\$10875	
SOCIAL SECURITY	10,788	21.4%	592,423	19.8%
-AVERAGE SOCIAL SECURITY	\$8182		\$7898	
PUBLIC ASSISTANCE	4,618	9.2%	294,826	9.8%
-AVERAGE PUBLIC ASSISTANCE	\$5688		\$5998	
RETIREMENT INCOME	5,847	11.6%	254,472	8.5%
-AVERAGE INCOME	\$11002		\$9514	

TABLE 6



VII. LABOR FORCE

Table 7 shows the number of persons over 16 years of age in the labor force for Pasadena and the County. A total of 65,665 Pasadena residents are employed while 4,422 are unemployed. The unemployment rate is 6.3% or 1.1% less than the County's average of 7.4%. In 1980, Pasadena's rate was 4.9% but the County's rate at 6.2% was also higher. It should be noted that the census count was on April 1, 1990 and that the unemployment rate throughout the County has risen significantly since then. Recent data released by State of California Employment Development Department indicates that Los Angeles County's average unemployment rate has risen to 8.6%.

LABOR FORCE STATUS	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
PERSONS 16 AND OVER	105,783	80.4%	6,778,922	76.5%
IN LABOR FORCE	70,164	53.3%	4,557,390	51.4%
PERCENT IN LABOR FORCE		66.3%		67.2%
CIVILIAN LABOR FORCE	70,087	53.3%	4,538,364	51.2%
EMPLOYED	65,665	49.9%	4,203,792	47.4%
UNEMPLOYED	4,422	3.4%	334,572	3.8%
PERCENT UNEMPLOYED		6.3%		7.4%
ARMED FORCES	77	0.1%	19,026	0.2%
NOT IN LABOR FORCE	35,619	27.1%	2,221,532	25.1%

TABLE 7

The overall 6.3% unemployment rate for Pasadena is comprised of a 6.6% rate for males and a 6% rate for females. A racial breakdown of unemployment rates for men is as follows: Whites 5.4%; African Americans 11.9%; Asian/Pacific Islanders 2.4%; Other 8.6% and, Latinos 8.5%. The same breakdown for women is as follows: Whites 6%; African American 10.8%; Asian/Pacific Islanders 4.2; Other 8.9%; and, Latino 8.8%.



VIII. OCCUPATIONS AND INDUSTRIES

Tables 8 and 9 compare, respectively, the types of occupations of Pasadena and County residents and the types of industries that they work for. Management and professional occupations account for a combined total of 38.3% of Pasadena's labor force compared to 27.6% for the County. However, Pasadena's total for machine operators was less than the County's average. The types of companies that Pasadena residents work for are similar to the types of occupations that residents have. Thus, professional service type businesses are represented more by Pasadena residents compared to the County while manufacturing businesses are less.

OCCUPATION	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
EMPLOYED OVER 16	65,665	49.9%	4,203,792	47.4%
EXECUTIVE, ADMIN, MANAGER	10,838	16.5%	555,616	13.2%
PROFESSIONAL SPECIALTY	14,346	21.8%	603,519	14.4%
TECHNICIANS	2,892	4.4%	141,767	3.4%
SALES	6,835	10.4%	486,374	11.6%
ADMINISTRATION SUPPORT	10,402	15.8%	730,744	17.4%
PROTECTIVE SERVICES	786	1.2%	44,456	1.1%
OTHER SERVICES	835	1.3%	65,721	1.6%
FARMING, FISHING, FORESTRY	6,845	10.4%	406,436	9.7%
PRECISION PRODUCTION, CRAFT AND REPAIRS	1,343	2.0%	52,446	1.2%
MACHINE OPERATORS, ASSEMBLE AND INSPECTORS	4,736	7.2%	462,923	11.0%
TRANSPORTATION	2,578	3.9%	345,158	8.2%
HANDLERS, EQUIPMENT CLEANERS	1,264	1.9%	142,276	3.4%
HELPERS AND LABORERS	1,965	3.0%	166,356	4.0%

TABLE 8



INDUSTRY	CITY OF PASADENA LOS ANGELES COUNTY			
	#	%	#	%
EMPLOYED OVER 16	65,665	49.9%	4,203,792	47.4%
AGRICULTURE, FISH, FORESTRY	1,357	2.1%	54,215	1.3%
MINING	123	0.2%	6,911	0.2%
CONSTRUCTION	3,402	5.2%	246,580	5.9%
MANUFACTURING, NONDURABLE	2,965	4.5%	307,002	7.3%
MANUFACTURING, DURABLE	4,312	6.6%	554,335	13.2%
TRANSPORTATION	1,910	2.9%	186,041	4.4%
COMMUNICATIONS AND OTHER PUBLIC UTILITIES	1,687	2.6%	102,964	2.4%
WHOLESALE TRADE	2,134	3.2%	213,097	5.1%
RETAIL TRADE	8,873	13.5%	647,951	15.4%
FINANCE, INSURANCE AND REAL ESTATE	7,030	10.7%	327,998	7.8%
BUSINESS AND REPAIR SERVICES	3,867	5.9%	264,282	6.3%
PERSONAL SERVICES	2,487	3.8%	156,643	3.7%
ENTERTAINMENT AND RECREATION	1,677	2.6%	130,529	3.1%
HEALTH SERVICES	5,566	8.5%	302,332	7.2%
EDUCATIONAL SERVICES	7,520	11.5%	285,612	6.8%
OTHER PROFESSIONAL AND RELATED SERVICES	8,582	13.1%	296,399	7.1%
PUBLIC ADMINISTRATION	2,173	3.3%	120,901	2.9%

TABLE 9

IX. PUBLIC/SECTOR EMPLOYMENT

Of the 65,665 employed residents of Pasadena, 51,959 (79.1%) work in the private sector, 8,163 (12.4%) work in the public sector and 5,291 (8.1%) are self-employed. The corresponding percentages for the County are 79.9%, 11.8% and 7.8% out of a total labor force of 4,203,792.



X. COMMUTE TO WORK

Data on where residents of Pasadena work is not available yet from the Census Bureau. However, data on how people commute to work is available (Table 10). Pasadena residents rely on the automobile with 67.1% being solo drivers compared to 70.1% for the County. Carpools account for 15.2% of employees and public transportation 5.4%. In addition, 9.6% of residents either walk to work or work at home. This last point may reflect changes in the workforce where people have established small businesses at home. Average commute times to work were 24 minutes for residents of Pasadena and 27 minutes countywide.

COMMUTING TO WORK	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
WORKERS OVER 16 YEARS	64,465	49.0%	4,115,248	100.0%
DRIVE ALONE	43,320	67.2%	2,884,789	70.1%
DRIVE IN CARPOOLS	9,799	15.2%	637,863	15.5%
PUBLIC TRANSPORTATION	3,481	5.4%	267,491	6.5%
OTHER MEANS	1,676	2.6%	78,190	1.9%
WALK OR WORK AT HOME	6,189	9.6%	246,915	6.0%
AVERAGE TRAVEL TIME TO WORK	24		27	

TABLE 10

XI. EDUCATION LEVELS

Pasadena's residents educational attainment levels are significantly higher than the County's average (Table 11). Residents with undergraduate and graduate degrees account for 36.3% of the city's population over 25 years of age compared to 22.3% for the County. Similarly, 22.5% of Pasadena's population has no high school diploma compared to 30% for the County. These educational levels are reflected in the types of jobs that residents of the city currently occupy such as professional services.



EDUCATION LEVELS	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
PERSONS OVER 25 YEARS	88,247	100.0%	5,481,222	100.0%
LESS THAN 9 TH GRADE	10,034	11.4%	853,988	15.6%
9 TH TO 12 TH NO DIPLOMA	9,807	11.1%	788,825	14.4%
HIGH SCHOOL GRAD	13,462	15.3%	1,134,608	20.7%
SOME COLLEGE NO DEGREE	15,920	18.0%	1,077,427	19.7%
ASSOCIATE DEGREE	7,028	8.0%	402,932	7.4%
BACHELOR'S DEGREE	18,684	21.2%	793,556	14.5%
GRADUATE DEGREE	13,312	15.1%	429,886	7.8%

TABLE 11

XII. PUBLIC/PRIVATE SCHOOLS

Pasadena's students are more likely to be enrolled in private schools and colleges compared to the County average (Table 12). Of the 2,339 Pasadena children enrolled in preprimary programs, 52.9% are in private programs compared to 45.7% for the County. Similarly, for elementary through high school, 21.9% of Pasadena's 19,414 students are in private school. This is nearly double the 11.5% rate for the County. For college level students the percentages are 36.3% and 20% respectively.

SCHOOL ENROLLMENT	TOTAL	PRESCHOOL	K-12	% K-12 IN PRIVATE SCHOOL	COLLEGE
PASADENA	36,945	2,339	19,414	21.9%	15,192
LOS ANGELES COUNTY	2,500,000	137,061	1,600,000	11.5%	768,254
CALIFORNIA	8,300,000	508,310	5,200,000	9.3%	2,600,000
SAN MARINO	4,035	245	2,762	18.3%	1,028
SOUTH PASADENA	6,937	547	3,459	11.3%	2,931
LA CANADA FLINTRIDGE	5,697	531	3,427	17.4%	1,739
SIERRA MADRE	2,412	283	1,220	45.8%	909
ARCADIA	13,122	836	8,014	11.9%	4,272
ALHAMBRA	24,600	1,081	13,244	11.8%	10,275
ALTADENA	11,731	926	7,105	22.7%	3,700
SOUTH PASADENA	6,937	547	3,459	11.3%	2,931
TEMPLE CITY	8,400	596	5,129	13.4%	2,675
DUARTE	5,779	349	3,866	17.0%	1,564
MONROVIA	9,217	658	6,030	12.4%	2,529
SAN MARINO	4,035	245	2,762	18.3%	1,028

TABLE 12



Pasadena has the third highest percentage (21.9%) of students K-12 enrolled in private schools. Altadena (22.7%) and Sierra Madre (45.8%) are second and first respectively. In addition, Pasadena has the largest number (15,192) of students attending college. (Table 13)

SCHOOL ENROLLMENT	CITY OF PASADENA		LOS ANGELES COUNTY	
PERSONS 3 AND OLDER	36,945		2,521,219	
PREPRIMARY	2,339		137,061	
-PUBLIC	1,101	47.1%	74,476	54.3%
-PRIVATE	1,238	52.9%	62,585	45.7%
ELEMENTARY OR HIGH SCHOOL	19,414		1,615,904	
-PUBLIC	15,171	78.1%	1,430,190	88.5%
-PRIVATE	4,243	21.9%	185,714	11.5%
COLLEGE	15,192		768,254	
-PUBLIC	9,679	63.7%	614,959	80.0%
-PRIVATE	5,513	36.3%	153,295	20.0%

TABLE 13

XII. RENTAL RATES/PERCENT OF INCOME

Tables 14 and 15 provide comparisons of different rent levels and rental costs as a percentage of household income. The percent of households spending over 30% of income on housing is 47.5%. The Department of Housing and Urban Development and others use the 30% income threshold for defining affordable versus unaffordable housing. Using this criteria, nearly have the renters in Pasadena live in housing which is not affordable to them.

The median rent is \$630 with 44.2% of households paying between \$500 to \$749 per month. In 1980 the median rent was \$238 per month. Between 1980 and 1990 overall inflation was 168%. However, rental rates increased by 265% which is nearly 100% greater than the overall inflation rate. Both rents and percentages of income spent on housing were similar for Pasadena and the County.



RENTAL COSTS AS % OF INCOME	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
HOUSING UNITS	26,873	100.0%	1,541,494	100.0%
LESS THAN 20%	6,195	23.1%	364,834	23.7%
20% TO 24%	3,563	13.3%	206,639	13.4%
25% TO 29%	3,254	12.1%	185,792	12.1%
30% TO 34%	2,659	9.9%	139,805	9.1%
35% OR MORE	10,093	37.6%	583,577	37.9%
NOT COMPUTED	1,109	4.1%	60,847	3.9%

TABLE 14

GROSS RENT	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
HOUSING UNITS	26,873	100.0%	1,541,494	100.0%
LESS THAN \$200	885	3.3%	41,742	2.7%
\$200 TO \$299	862	3.2%	56,387	3.7%
\$300 TO \$499	4,872	18.1%	317,269	20.6%
\$500 TO \$749	11,866	44.2%	642,575	41.7%
\$750 TO \$999	5,415	20.2%	312,149	20.2%
\$1,000 OR MORE	2,518	9.4%	149,469	9.7%
NO CASH RENT	455	1.7%	21,903	1.4%
MEDIAN RENT	\$630		\$626	

TABLE 15

XIII. MORTGAGES/PERCENT OF INCOME

Mortgage costs as a percentage of income are significantly less than rental percentages (Table 16). Only 28.8% of owners spend more than 30% of income on mortgages compared to 47.5% for renters. Half of buyers spend less than 50% of their income on mortgages. However, despite this, the median mortgage is \$1,257 or twice the median rent level.



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OWNER COSTS AS % OF INCOME	CITY OF PASADENA		LOS ANGELES COUNTY	
	#	%	#	%
HOUSING UNITS	18,985	100.0%	1,232,168	100.0%
LESS THAN 20%	9,474	49.9%	579,790	47.1%
20% TO 24%	2,094	11.0%	140,657	11.4%
25% TO 29%	1,779	9.4%	123,149	10.0%
30% TO 34%	1,330	7.0%	96,071	7.8%
35% OR MORE	4,139	21.8%	280,838	22.8%
NOT COMPUTED	169	0.9%	11,663	0.9%

TABLE 16

According to the 1990 Census the median housing value in Pasadena was \$284,100 compared to \$92,100 in 1980. This is a an increase in value of 309% or 141% greater than the overall inflation rate for this time period. In 1980, 16% of Pasadena households could afford the median housing cost. In 1990 this had been reduced to approximately 8%, with an income of \$113,640 per household necessary using a 2.5 times income multiplier. If a 3 times multiplier is used the income necessary is reduced to \$94,700.



XIV. BEDROOMS PER UNIT

Table 17 shows that owner occupied units contain more bedrooms per unit compared to renter occupied units. Renter occupied units with zero to two bedrooms accounted for 89.4% of all rental units. The corresponding figurr for owner occupied units was 68.7%. Units with three bedrooms and more accounted for 10.6% of rental units and 31.2% of owner occupied units. This breakdown has resulted in an overcrowding rate of 18.4% for rental units and 7% for owner occupied units.

NUMBER OF BEDROOMS	TOTAL		OWNER OCCUPIED		RENTER OCCUPIED	
	#	%	#	%	#	%
NONE	3,630	6.8%	154	1%	3,228	12.0%
1	14,432	27.2%	2,035	9%	11,607	43.0%
2	18,393	34.7%	8,003	34%	9,273	34.4%
3	11,784	22.2%	9,081	39%	2,276	8.4%
4	3,239	6.1%	2,730	12%	318	1.2%
5 OR MORE	1,554	2.9%	1,224	5%	270	1.0%
TOTALS	53,032	100.0%	23,227	100%	26,972	100.0%

TABLE 17

XV. CONCLUSIONS

The data in this report is a sample of the types of indepth data that will be available from the Census Bureau. This report adds to the ongoing profile that is being prepared as part of the General Plan Revision. This report points out some of the similarities and differences between Pasadena and Los Angeles County as a whole. The demographic changes in the County over the past 20 years are duplicated in Pasadena. Similarly, data on income and poverty for Pasadena mirror countywide averages. However, Pasadena's educational levels and types of jobs differs considerably from countywide averages.

TECHNICAL APPENDICES



LAND USE INVENTORY

PASADENA'S EXISTING LAND USE

The Planning Division conducted a land use inventory of the entire city in 1991 to gather background information for the update of Land Use and Mobility Elements. The inventory compiled data on every parcel of land in the city including existing land use, i.e. the number of dwelling units and number of stories size of parcel, zoning designation, and general plan designation.

Pasadena's existing land use inventory reflects the conditions of a city in the process of a slow transition from a low density residential community to a more dense urban environment. The land use inventory shows that although the City as a whole is ever changing and that while the transition of many parcels to a new and/or denser use is occurring, efforts to preserve the traditional character of the city have been successful.

A. RESIDENTIAL

Residential uses occupy 58% of the city's total acreage. Of this, over 78% is used for single family homes and 21% devoted to duplexes and multi-family housing. Group Quarters use is included in residential land uses, but the total building area is contained within the non-residential category.

RESIDENTIAL CATEGORIES*	UNITS	PERCENT	ACREAGE	PERCENT
SINGLE FAMILY	24,963	47.07	5,168	45.59
DUPLEX	1,569	2.96	384	3.38
THREE/FOUR UNITS	3,094	5.83	241	2.13
FIVE OR MORE UNITS	23,406	44.14	737	6.5
GROUP QUARTERS (4,479 persons)/546,555 sq.			44	0.39
TOTAL RESIDENTIAL	53,032	100	6,574	57.99

B. COMMERCIAL

Commercial uses occupy 9% of the City's land. This category contains parking lots that are either independent parking facilities or the entire parcel is used as a parking facility for an adjacent establishment. The parking areas accompanying other uses (office, retail, etc.) have been considered with their respective uses. Only 2.4 percent of the city's land is used for office purposes, but this category contains 32% of the total non-residential building square footage in the city.

COMMERCIAL CATEGORIES	BUILDING AREA (SQ.FT.)	PERCENT	ACREAGE	PERCENT
PARKING	301,617	0.87	186	1.64
RETAIL SALES	6,450,270	18.5	256	2.26
EATING/DRINKING	442,601	1.27	36	0.32
OFFICE	11,301,981	32.42	174	2.42
MEDICAL OFF/HOSPITAL	1,510,702	4.33	109	0.96
VISITORS ACCOMMODATIONS	1,503,038	4.31	27	0.24
AUTO RELATED BUSINESS	1,624,666	4.66	112	0.99
BUSINESS/PERSONEL SERVICE	528,497	1.52	22	0.19
TOTAL COMMERCIAL	23,664,372	67.88	1,022	9.02

C. INDUSTRIAL

Consistent with the general trend of an evolving urban community which consists of replacement of the industrial establishments with commercial and office uses, only two percent of the city's acreage is currently developed with industrial uses. This category also includes warehouse and distribution activities.

INDUSTRIAL CATEGORIES	BUILDING AREA (SQ.FT.)	PERCENT	ACREAGE	PERCENT
MANUFACTURING	3,153,388	9.05	182	1.61
WAREHOUSE/DISTRIBUTION	932,153	2.67	36	0.32
TOTAL INDUSTRIAL	4,085,541	11.72	218	1.93

D. OTHER

Pasadena has an extensive acreage of public and institutional uses as well as park and open space uses. Thirty-one percent of the City's land is occupied with uses other than residential and commercial/industrial uses. Schools and government buildings comprise almost 13% of the total square footage in the City. Nine percent of the City's land is in parks and open space, which includes the Arroyo Seco and Eaton Canyon.

OTHER CATEGORIES	BUILDING AREA (SQ.FT.)	PERCENT	ACREAGE	PERCENT
UTILITIES	N/A		829	7.31
COMMERCIAL RECREATION	561,670	1.61	175	1.54
SCHOOL/DAY CARE	2,269,182	6.51	618	5.54
CHURCH	1,355,115	3.89	124	1.09
PARK/OPEN SPACE	13,000	1.04	1,022	9.02
VACANT LAND	N/A		623	5.5
GOVERNMENT/PUBLIC	2,199,262	6.31	124	1.09
SEMI-PUBLIC	170,718	0.49	7	0.06
TOTAL OTHER	6,568,947	18.85	3,522	31.06

GRAND TOTAL	34,865,415	100	11366	100
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TECHNICAL APPENDICES



EXISTING TRAFFIC CONDITIONS

CITY OF PASADENA
MOBILITY ELEMENT
EXISTING CONDITIONS REPORT

Submitted to:

The City of Pasadena

Submitted by:

Korve Engineering, Inc.

January, 1992

Technical Memorandum #2

CITY OF PASADENA
MOBILITY ELEMENT
EXISTING CONDITIONS

January, 1992

Submitted to:

The City of Pasadena

Submitted by:

Korve Engineering, Inc.

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1. EXECUTIVE SUMMARY

1.0 Executive Summary

This report provides an overview of the City of Pasadena's transportation and circulation system. It describes and identifies the current roadway classifications, summarizes existing traffic and roadway conditions, outlines alternative modes of travel within the City and identifies key issues regarding traffic, circulation, and related transportation facilities. In addition, the report provides a summary of proposed and planned improvements by the City, as well as regional transportation agencies. The following is a brief outline of the key elements of the report.

1.1 Existing Circulation System

The purpose of a transportation and circulation system is to provide a safe, efficient, and serviceable framework to facilitate the movement of people and goods within the City. The circulation system also enables residents of the City to access the regional transportation network. The circulation system of the City of Pasadena is comprised of a hierarchy of streets and highways ranging from limited-access freeways to local residential streets. A detailed description of the network is included in the report.

The principal element of the circulation network in Southern California is the freeway system. The freeway offers high-speed, limited-access facilities and is the basic travel network for movement between cities. Regional access to the City is provided by the Foothill (I-210) Freeway, the Ventura (SR-134) Freeway, the Pasadena (SR-110) Freeway, and the Long Beach (SR-710) Freeway.

The local circulation system not only provides a means of movement within the City, but also between the City and the adjacent communities. The streets within the system are classified into several different categories which are established based upon their function within the network. These categories include primary arterials, minor arterials, collectors and local streets. A definition of each of these roadway classifications is included in the report.

1.2 Fixed-Route Transit Service

Fixed-route bus transit service in the City of Pasadena is currently provided by the Southern California Rapid Transit District (SCRTD) and Foothill Transit. In addition, the City of Los Angeles Department of Transportation (LADOT) has recently implemented a new commuter express transit line serving Encino, Burbank, Glendale and Pasadena. There are a total of 20 bus transit lines currently serving the City. SCRTD operates 11 local and six express lines, Foothill Transit has one express and one local line, and LADOT operates one express line.

The SCRTD express lines serve portions of downtown Pasadena and downtown Los Angeles. All local lines provide service within the City of Pasadena and to adjacent communities. The majority of transit service in the City operates on the north/south corridors. Service is closely spaced with routes being from one-third to one-half mile apart. Less comprehensive service is provided on the east/west streets. The east/west routes primarily serve the downtown area of Pasadena, as well as the eastern portion of the City along Colorado Boulevard and Foothill Boulevard.

Foothill Transit provides express commuter service to the communities of Azusa, Claremont, Glendora, La Verne, Monrovia, and San Dimas. The service is westbound only in the AM peak period, beginning in Claremont and ending in downtown Pasadena. In the PM peak, service begins in Pasadena and ends in Claremont.

LADOT has recently implemented a Commuter Express Line, which began operation in the fall of 1991. The line serves the communities of Encino, Burbank, and Glendale, terminating in downtown Pasadena in the vicinity of Fair Oaks Avenue and Colorado Boulevard. This route is coordinated with the Foothill Transit express service, providing a commuter service that stretches from Encino to Claremont.

1.3 Commuter and Paratransit Programs

The City of Pasadena has a reputation for innovation in commuter services. It was one of the first cities in the region to enact a Trip Reduction Ordinance which establishes a mechanism for enforcing trip reduction programs in new developments (e.g., ridesharing facilities and programs). In addition, City support is given for such programs as the Pasadena Transportation Management Association and the Pasadena Employee Transportation Coordinator Network. The City also operates a successful demand management program for City employees. The City of Pasadena also provides dial-a-ride service to elderly and disabled residents of Pasadena, San Marino, and portions of Los Angeles County. Eligible riders may call to reserve a ride in advance ("subscription" service) or call on the same day for a ride on a space-available basis ("demand responsive" service). Each of these programs is described in detail in the report.

1.4 Bikeway System

The City of Pasadena has a comprehensive City-wide Bikeway System. A bikeway system typically includes three different types of bike routes (Class I, Class II, and Class III), ranging from signs only, posted on City streets designating a preferred travel route, to exclusive paths or trails provided on separate right-of-way. Pasadena does not currently have any Class I bike paths (exclusive right-of-way). Most of the bike facilities in Pasadena are Class III bike routes, designated by signs only. There are three existing Class II bike routes

(signed and striped bike lane): two along Corson and Maple Streets, which parallel the I-210 Freeway, and one along Sierra Madre Boulevard.

1.5 Pedestrian Facilities

Pasadena is currently embarking on several capital improvement projects to improve pedestrian facilities throughout the City. These include a sidewalk rehabilitation program and installation of handicap access ramps at intersections throughout the City. There are also several major pedestrian activity centers in the City, which include the Civic Center area, Old Town Pasadena, CalTech, Pasadena City College, Rose Bowl Recreational area, South Lake Avenue, and East Orange Grove Boulevard. Pasadena is viewed as a pedestrian-friendly city, with sidewalks and crosswalks provided throughout the City. A detailed description of each of the activity centers is included in this report.

1.6 Existing Traffic Volumes

The most recent traffic volume count data for all primary streets in Pasadena was obtained from the City. The most recent freeway traffic volumes were provided by Caltrans. Daily traffic volumes are highest on the north/south streets and are typically not as high on the east-west arterials. The data were compiled and are illustrated on graphics in the report.

Six intersections within the City were chosen by City staff to be analyzed and used as key "indicators" that would be representative of traffic conditions at critical locations. A detailed description of the intersections and the corresponding Levels of Service is provided in the report.

1.7 Mode Split

The term "Mode Split" refers to the relative percentage of users of each type of transportation alternative a person may use to travel from one point to another. For example, autos, car pools, transit (bus, rail), bicycles, and walking are all different modes of transportation.

The existing mode split data for the City of Pasadena is based on the Southern California Association of Governments (SCAG) regional estimates from 1987 base year data (the most recent available). The data shows that for daily home-to-work trips, 75% are auto drive-alone trips, 17.3% are carpool trips, and 7.7% are transit trips. These values are consistent with the regional travel characteristics of the Los Angeles County area.

1.8 Special Events

The City of Pasadena is host to several special annual events that require detailed traffic control plans or strategies. These events include:

- The Rose Parade on New Year's Day
- Rose Bowl events, including football games, Super Bowls, and concerts
- The Emmy Awards Ceremony at Pasadena Center.

The Police Department has developed comprehensive traffic control programs for each of these events which include detailed schedules and plans for the control of vehicular and pedestrian traffic before, during, and after the events. The Department has indicated that, through years of experience, most of the major traffic problems have been resolved and the events typically occur without incident and with minimal disruption to City streets.

1.9 Identification of Transportation Issues

The purpose of this section of the report is to identify and briefly discuss the key issues and concerns regarding the circulation system. These include items such as key intersections that are either deficient or in need of improvement, or areas that are currently experiencing traffic congestion and delays, or circulation and access problems. The section also identifies major system elements to be considered or evaluated in subsequent stages of the Mobility Element development.

In general, the City's circulation system works well and can adequately accommodate current travel demands. Residents enjoy a higher quality of life, in terms of levels of service at key intersections and along the major arterials, than do many other communities in Southern California. While there are several critical issues and locations which need to be addressed, overall the road network functions properly and provides a safe and efficient means of transportation. Some of the key issues identified are as follows:

- Long Beach (SR-710) Freeway Extension South of the I-210 Freeway
- Foothill (I-210) Freeway Traffic Spillover onto Surface Streets
- Foothill (I-210) Freeway Congestion
- Pasadena (SR-110) Freeway Termination at Glenarm Street
- Lake Avenue Congestion from Foothill (I-210) Freeway to California Boulevard
- Pasadena City College Parking Impacts
- Local Transit Service Within the City
- Bicycle/Vehicle/Pedestrian usage conflicts in Rose Bowl Area
- Neighborhood Traffic Intrusion Concerns

A detailed description and discussion of each of these issues is included in the report.

1.10 Planned and Proposed Improvements

The Fiscal Year 1991-1995 Capital Improvement Program (CIP) for the City of Pasadena includes 16 appropriated and two unappropriated projects. Major programs include the installation of a citywide computer-based traffic-signal control system to centrally operate and coordinate the City's signalized intersections. Also, the City is proceeding with plans to construct a Transit Center at the corner of Arroyo Parkway and Del Mar Boulevard. The Transit Center will be part of the planned Blue Line extension to Pasadena. The complete list of CIP projects is included in the report.

In addition, there are several other planned projects at the regional level which are being administered by various State and local agencies. These include:

- San Gabriel Valley Transit Study
- Long Beach (SR-710) Freeway Extension
- Pasadena Transit Center
- Los Angeles-Pasadena Light Rail Line
- SCRTD Bus Electrification Study
- "SMART" Corridor along 210/710 Freeways

A description of each of these programs is included in the report.

1.11 Summary

The results of the data collection and analysis tasks, as documented in the Existing Conditions Report, have indicated that, overall, the streets throughout the City of Pasadena's Circulation system operate at a high (i.e., favorable) level of service. In general, residents and workers throughout Pasadena enjoy a higher quality of Life, in terms of adequate and efficient transportation systems, than do many other communities in Southern California.

Not surprisingly, the predominant mode of transportation, and related transportation facilities, is currently auto-oriented, as has been the trend in Southern California for the past 40 years. However, as the capacities of our freeway and local roadway systems have been reached or exceeded, and as driver frustration and demand for alternative modes has increased, there has been an increasing amount of energy and attention focused on re-thinking the goals and ideals of how a transportation system should be shaped. This has led to the development of City-wide, County, and regional mobility plans that include a wide variety of projects and programs that are less auto-oriented and more focused on providing transportation alternatives. This direction will form the basis for development of the Mobility Element for the City of Pasadena.

2. INTRODUCTION

2.0 Introduction

2.1 Purpose

The purpose of a transportation and circulation system is to provide a safe, efficient and serviceable framework to facilitate the movement of people and goods within the City. The circulation system also enables residents of the City to access the regional transportation network and provides a means of travel between adjacent communities.

This report provides an overview of the City of Pasadena's transportation and circulation system. It describes and identifies the current roadway classifications, summarizes existing traffic and roadway conditions, outlines alternative modes of travel within the City and identifies conditions at key intersections and roadway segments. In addition, the report includes a summary of proposed and planned projects by the City, as well as regional agencies and identifies their impact on the City's circulation system.

2.2 Setting

The City of Pasadena is located in central Los Angeles county and borders Altadena and the Angeles National Forest on the north, the cities of Sierra Madre and Arcadia on the east, the cities of San Marino, South Pasadena and Los Angeles on the south and the Cities of Glendale and La Canada Flintridge on the west. The study area and the surrounding communities are illustrated in Figure 1.

The circulation system within the study area is influenced by several natural and man-made factors. The Angeles National Forest mountains immediately north of the City form a natural boundary between the Los Angeles basin and the desert communities of Palmdale and Lancaster. Four freeways traverse the study area. The Foothill (I-210) Freeway bisects the city in a east/west direction and turns northerly at the Ventura (SR-134) Freeway, while the Pasadena (SR-110) Freeway begins at the southwest corner of the city and proceeds south. The Ventura Freeway proceeds westerly from the Foothill Freeway, while the Long Beach (SR-710) Freeway extends a short distance to the south of the interchange, terminating at Del Mar Boulevard. Historically, there has been a gap in the 710 Freeway between Del Mar Boulevard and Valley Boulevard in Alhambra. Completion of the freeway has been stalled due to political and environmental issues.

Major government and institutional centers in the study area include the California Institute of Technology between Wilson Avenue and Hill Avenue on California Boulevard, Pasadena City College at Colorado Boulevard and Hill Avenue, Fuller Theological Seminary at Walnut Street and Los Robles Avenue, and the Pasadena Civic Center. Major retail centers include the Plaza Pasadena, Old Town Pasadena and Hastings Ranch Plaza and Shopping Center.



Major entertainment venues include the Rose Bowl, Ambassador Auditorium, Pasadena Civic Auditorium, and the Pasadena Playhouse.

3. EXISTING CIRCULATION SYSTEM

3.0 Existing Circulation System

The circulation system of the City of Pasadena is comprised of a hierarchy of streets and highways ranging from limited-access freeways to local residential streets. A summary of the network, as well as a description of the roadway classifications, is provided below.

3.1 Regional Network - Freeways

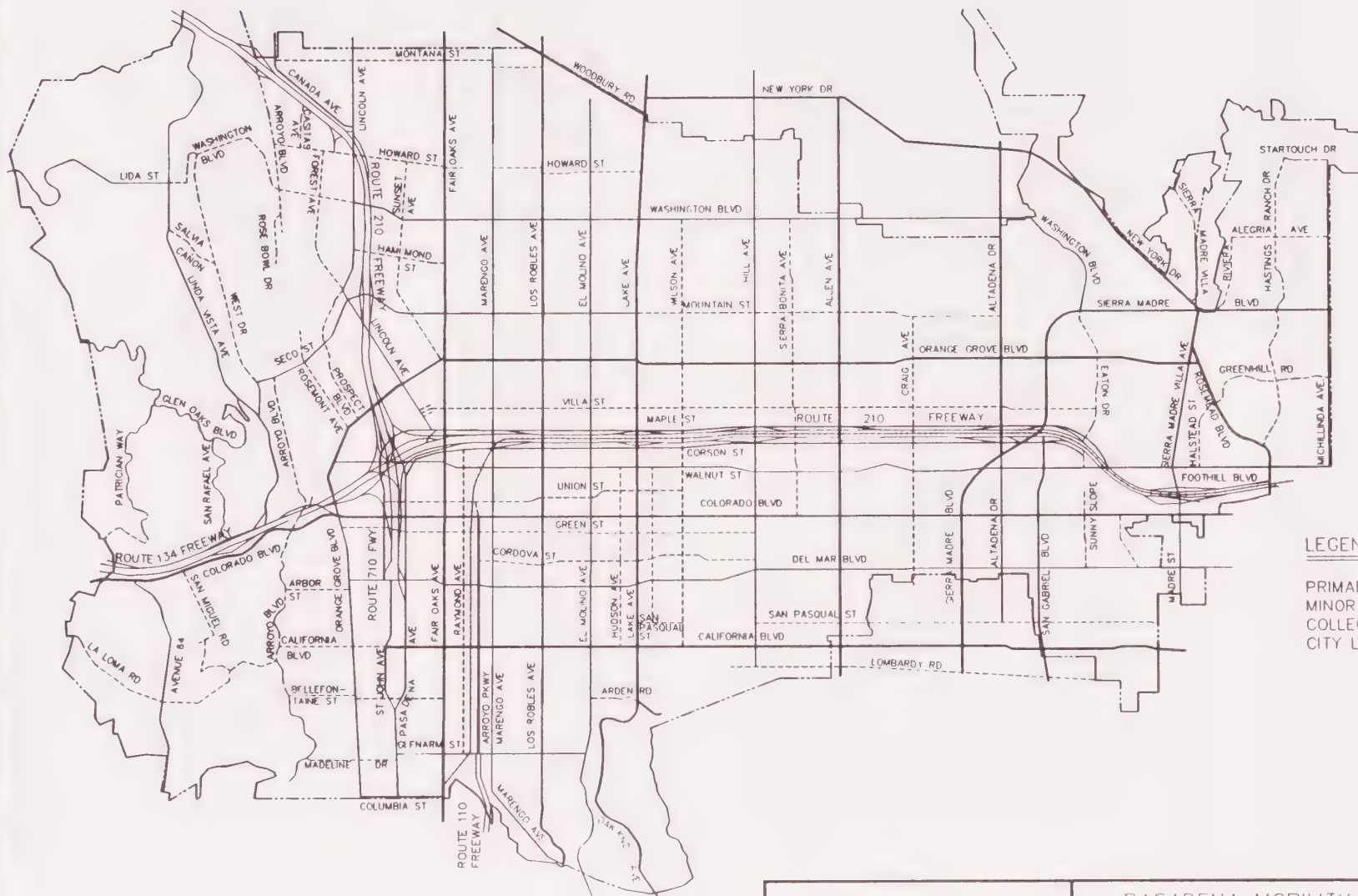
The principal element of the circulation network in Southern California is the freeway system. The freeway offers high-speed, limited-access facilities and is the basic travel network for movement between cities. Regional access to the study area is provided by four freeways. The Foothill (I-210) Freeway starts at the northwest corner of the City and proceeds southerly to the junction with the Ventura (SR-134) Freeway, then proceeds in an easterly direction through the center of the city. The Ventura (SR-134) Freeway begins at the junction with the Foothill Freeway and runs westerly. The Pasadena (SR-110) Freeway begins at the southern end of Arroyo Parkway at Glenarm Street, and continues in a southwesterly direction to downtown Los Angeles. A segment of the Long Beach (SR-710) Freeway extends from the Foothill Freeway/Ventura Freeway Interchange, terminating at Del Mar Boulevard, a short distance to the south. The extension of the Long Beach Freeway from Del mar Boulevard to Valley Boulevard in Alhambra was never completed due to political and environmental issues.

3.2 Local Street Classifications

The local circulation system not only provides a means of movement within the City, but also between the City and the adjacent communities. The streets within the system are classified into several different categories which are established based upon their function within the network. These categories include primary arterials, minor arterials, collectors and local streets. The roadways and their classifications are defined below and illustrated in Figure 2:

A. Primary Arterials

The function of primary arterials is to move large volumes of traffic from one part of the city to another, and to provide access/egress routes to the freeway system. Primary arterials also serve as connectors to adjacent cities. These roadways carry both local and through traffic, serving the needs of residents, commerce, industry, public facilities, and employment centers within Pasadena and surrounding communities.



LEGEND

PRIMARY ARTERIAL
MINOR ARTERIAL
COLLECTOR
CITY LIMITS



Primary arterials generally provide four to six lanes of through traffic with a raised or painted median and have a minimum 100 foot of right-of-way.

The roads that are classified as primary arterials in the existing General Plan are: Orange Grove Boulevard, Arroyo Parkway, Colorado Boulevard, California Boulevard, Fair Oaks Avenue, Los Robles Avenue, Lake Avenue, Allen Avenue, Sierra Madre Boulevard, San Gabriel Boulevard, and Rosemead Boulevard.

B. Minor Arterials

Minor arterials typically have four lanes of traffic with no center median and a minimum of 80 foot of right-of-way. These roadways are intended to carry traffic from the primary arterials to collectors and local residential streets, as well as local traffic generators (industry, commerce, public facilities) and other employment centers.

The roads that are classified as minor arterials are: Washington Boulevard, Walnut Street, Del Mar Boulevard, Marengo Avenue, El Molino Avenue, Hill Avenue, and Sierra Madre Villa Avenue.

C. Collectors

Collectors are defined as having two lanes of traffic with a minimum right-of-way of 60 feet. This type of roadway typically carries lower volumes of traffic and is usually located near residential areas. They provide a connection between the arterial roadway system and local residential and commercial areas.

The roadways that are categorized as collectors are: portions of Mountain Street, Villa Street, Union Street, Green Street, Cordova Street, Raymond Avenue, Hudson Avenue, Wilson Avenue, Sierra Bonita Avenue, and Craig Avenue.

D. Local Streets

Local streets perform a variety of functions, and accommodate both vehicular and pedestrian traffic. In most instances, they serve the residential needs of the community, carrying low volumes of traffic to and from collectors and minor arterials. They also serve neighborhood commercial and industrial land uses.

An integral part of the urban design, local streets serve as open spaces between buildings where opportunities for landscaping may exist, which can help create strong community character, and helps to define and enhance neighborhoods within the City.

Since the primary function of local streets is to provide access to adjacent properties, they should not usually carry through traffic volumes. Moving traffic from

one part of the City to another is the function of the rest of the circulation system and should be discouraged along local streets, particularly in residential areas. This can be accomplished through a variety of traffic controls and roadway design features, such as speed humps.

Appendix A summarizes the number of lanes in each direction along the primary arterial streets in the study area. On-street parking restrictions, which are used to provide additional travel lanes during peak periods, are also indicated in the Appendix. Also included in Appendix B is the ordinance which establishes the speed limits for all major streets in the City. In addition, Appendix M contains the City of Pasadena Street Widening Map, which shows City Council approved roadway widenings, and Public Works and Transportation Departments approved roadway widenings.

Several roadways in the study area are designated as one-way streets. One-way streets are often used in tandem (one-way couplets) to increase overall carrying capacity or to act as relief valves for parallel arterial roadways. One-way couplets are used extensively in Pasadena. Green Street/Union Street is a one-way couplet which provides alternative capacity for Colorado Boulevard. Corson Street and Maple Street are one-way streets which parallel the 210 Freeway and act as a couplet, as well as frontage roads for the freeway. St. Johns Avenue and Pasadena Avenue comprise a one-way couplet and essentially act as an extension of the 710 Freeway south of Del Mar Boulevard. The Hudson Avenue/Mentor Street couplet flanks Lake Avenue and provides additional capacity/relief for this busy arterial.

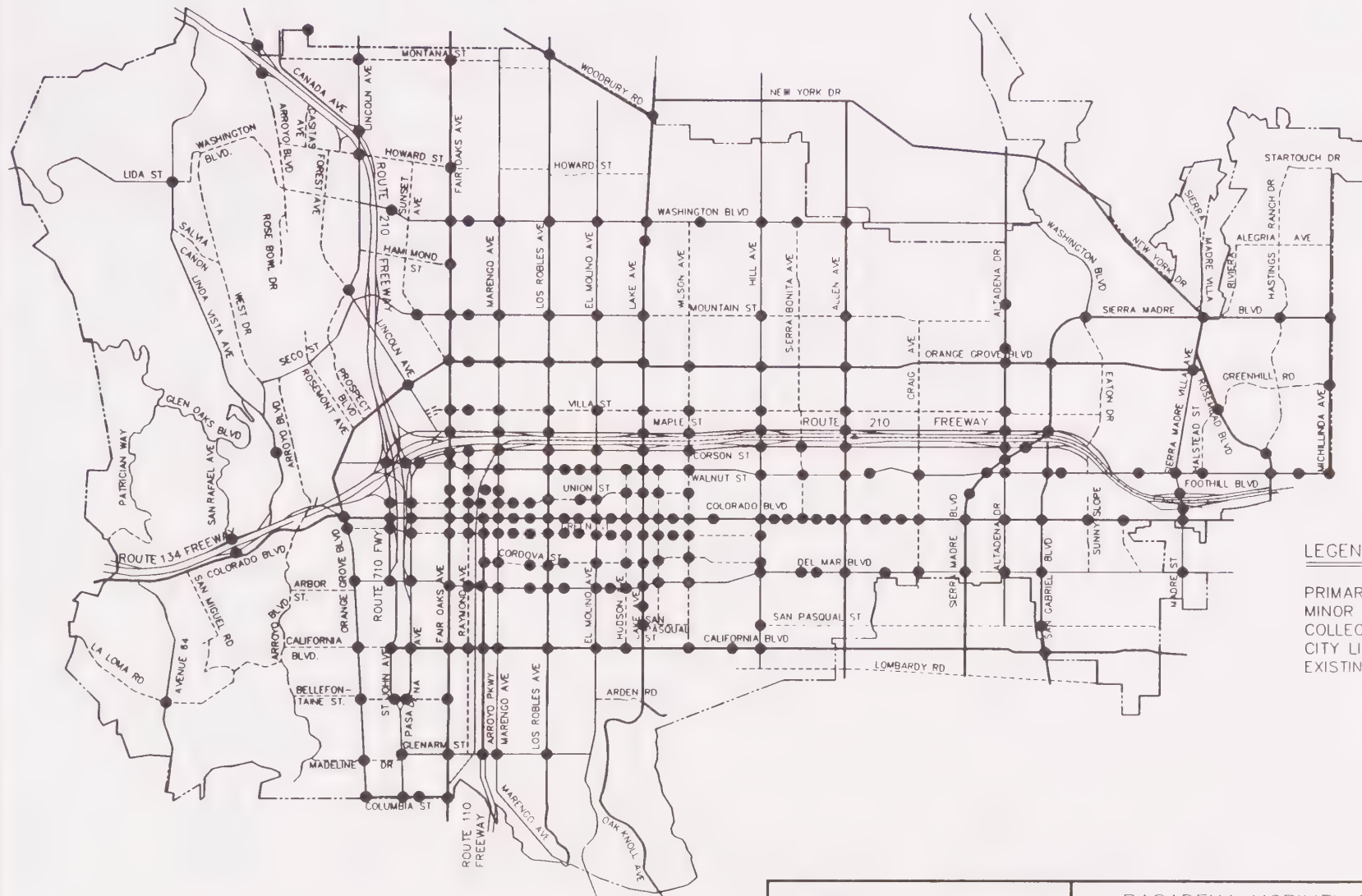
3.3 Traffic Signal Locations

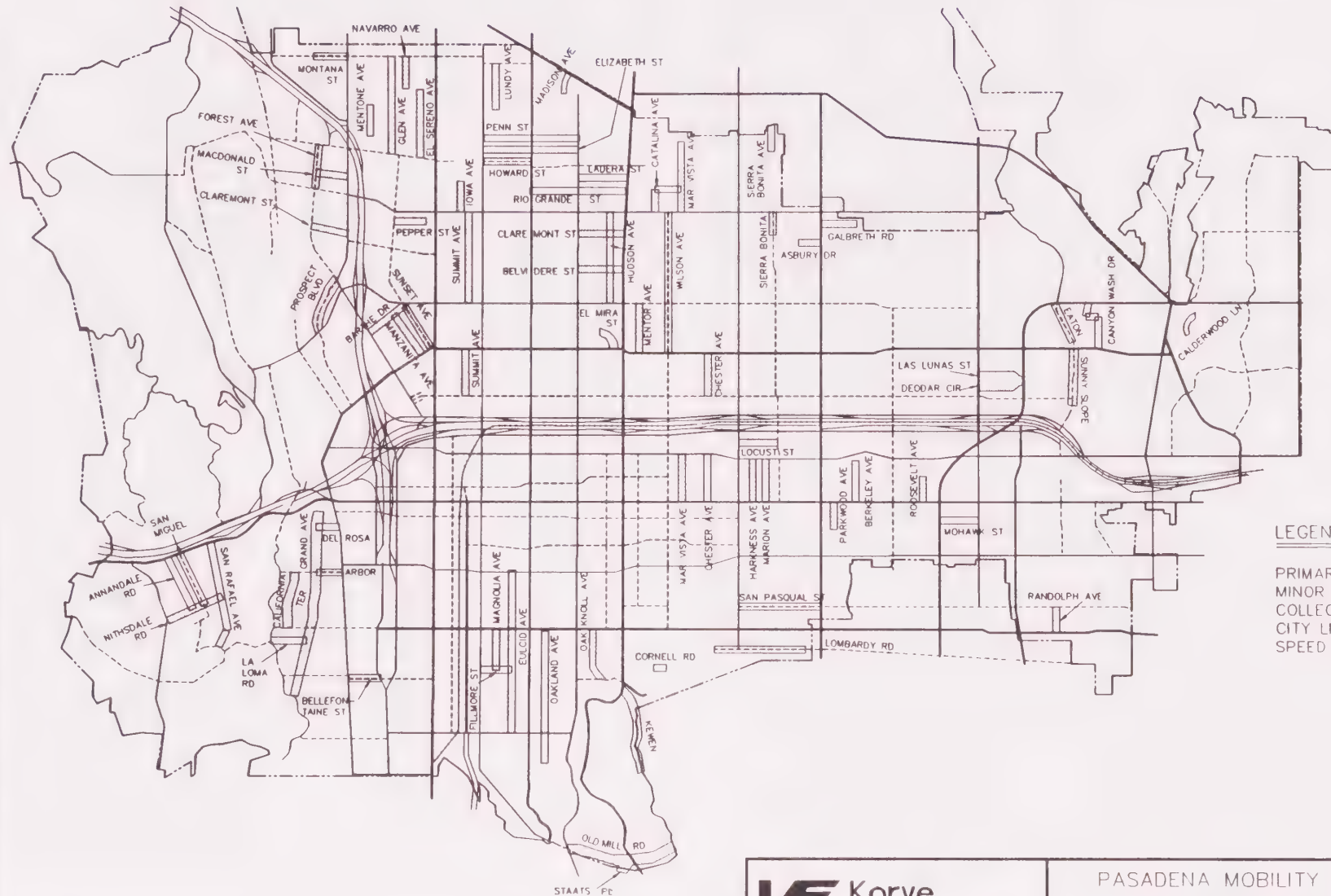
There are approximately 268 signalized intersections in the City of Pasadena. These intersections are identified in Figure 3. Those signals used for special functions, such as mid-block pedestrian crosswalks, are also identified.

Generally, all intersections of primary arterials and minor arterials are controlled by traffic signals. Most intersections of collector streets with primary or minor arterials are also signalized, while the control at the intersection of two collector streets varies by location.

3.4 Speed Hump Locations

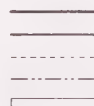
The City of Pasadena has an extensive speed hump program. There are currently 335 speed humps on 86 street segments in the City. Speed humps are short, gradual roadway undulations generally three inches in height and 12 feet in length, used to control vehicle speeds on residential streets. Speed humps are generally installed only on local residential streets where the traffic volume consists primarily of local and delivery traffic, and not through traffic. Figure 4 indicates the locations of existing speed humps. The City's current





LEGEND

PRIMARY ARTERIAL
MINOR ARTERIAL
COLLECTOR
CITY LIMITS
SPEED HUMPS



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PASADENA MOBILITY ELEMENT

SPEED HUMP
LOCATIONS

FIGURE

4

policies and procedures governing the installation of speed humps is included in Appendix C.

3.5 Fixed-Route Bus Transit Service

Fixed-route bus transit service in the City of Pasadena is currently provided by the Southern California Rapid Transit District (SCRTD) and Foothill Transit. In addition, the City of Los Angeles Department of Transportation (LADOT) has recently implemented a new commuter express transit line serving Encino, Burbank, Glendale and Pasadena. This line began service in the fall of 1991.

There are a total of 20 bus transit lines currently serving the City. SCRTD operates 11 local and 6 express lines, Foothill Transit has one express and one local line, and LADOT operates one express line. General route information for each line, including origins and destinations, as well as the major Pasadena streets served, is summarized in Appendix D. A summary of transit service levels for each line, including bus headways in each direction, during peak and off-peak time periods, is provided in Appendix E.

Figure 5 illustrates the routes for all bus lines serving Pasadena.

3.5.1 Southern California Rapid Transit District (SCRTD) Service

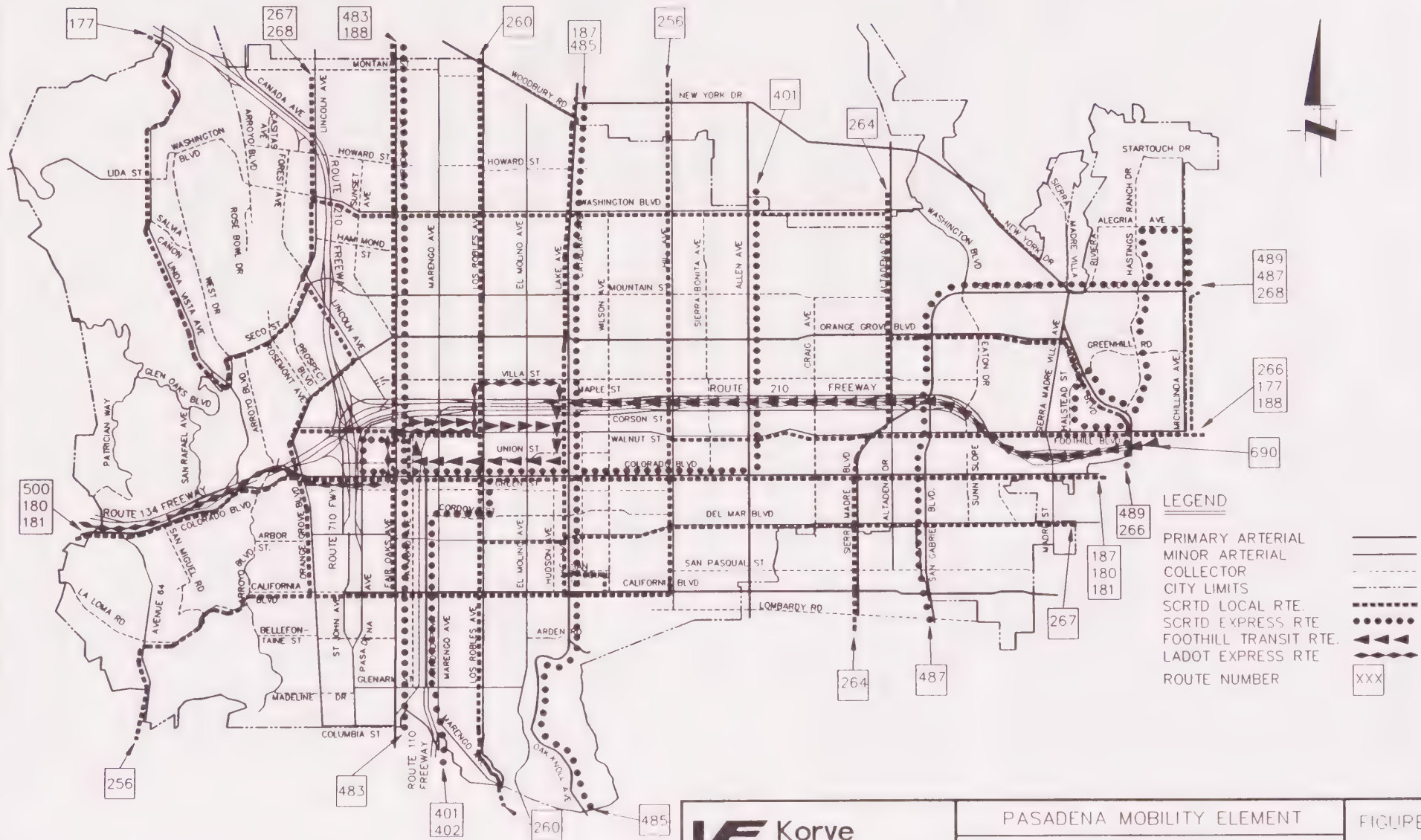
SCRTD currently operates a total of over 1,900 scheduled buses during peak hours and serves 213 routes throughout the metropolitan Los Angeles area.

There are currently 17 SCRTD bus lines operating within the City of Pasadena. Of these, 11 provide local service, and 6 provide express service. All of the express lines serve downtown Los Angeles. All local lines provide service within the City of Pasadena and to adjacent communities.

The majority of the transit service in the City operates on the north/south corridors. A total of 12 lines are designated as north/south lines; of these, 6 are express lines and 6 are local lines.

The express routes serve portions of downtown Pasadena with the exception of SCRTD line 489, which serves the Hastings Ranch area. Three of the routes originate in Altadena and three originate in Pasadena. Two serve Pasadena park-and-ride locations.

Local north/south routes provide fairly comprehensive service to neighborhoods throughout the City. Service is closely spaced with routes being from one-third to one-half mile apart. In the western part of the City, two east/west routes turn northbound, providing additional north/south service.



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PASADENA MOBILITY ELEMENT

FIXED-ROUTE
TRANSIT ROUTES

FIGURE

5

Local travel from portions of northern Pasadena to portions of southern Pasadena in many cases cannot be made without transfers along Colorado Boulevard. In general, no line circulates within the City, but rather most service travels directly through the City. Appendix C shows that only one local north/south route originates within Pasadena; most begin in or near Altadena. Regional destinations for north/south local routes include Long Beach, El Monte, and Montebello.

Less comprehensive service is provided on the east/west streets with a total of five local routes. The east/west routes primarily serve the downtown area of Pasadena, as well as the eastern portion of the City along Colorado Boulevard and Foothill Boulevard. The rest of the City is relatively poorly served in the east/west direction. In the northern part of the City, only Washington Boulevard provides east/west service which is approximately 1-1/3 miles north of Colorado Boulevard. The only east/west bus line south of Colorado Boulevard travels on California Boulevard. Connections to the north/south lines are readily available, as these routes are numerous. SCRTD east/west routes provide local service to the Hollywood, Pomona and Duarte areas.

3.5.2 Foothill Transit Service

Foothill Transit operates a fleet of 82 buses over a total of eight bus routes. The system provides express service to Arcadia, Azusa, Baldwin Park, Bradbury, Covina, Claremont, Duarte, El Monte, Glendora, Industry, Irwindale, La Habra Heights, La Verne, Monrovia, Pomona, San Dimas, South El Monte, Temple City, Walnut and West Covina.

One bus route, the #690 Commuter Express, is oriented to Pasadena-bound commuters. The service is westbound only in the A.M. peak period. It begins in the City of Claremont, picks up passengers in the cities of San Dimas, La Verne, Glendora, Azusa, and Monrovia, arriving in downtown Pasadena. In Pasadena, the line provides a loop service along Lake Avenue, Union Street, Fair Oaks Avenue and Walnut Street. During the P.M. peak period, the line provides eastbound-only service; buses pick up passengers in the City of Pasadena and discharge them in the cities listed above, ending in Claremont.

Foothill Transit started the operation of a local route in October, 1991, Line 187. The route runs from Pomona to Pasadena, and stops at Arcadia, Duarte, Glendora, and San Dimas. In Pasadena, the route runs along Sierra Madre, Colorado, and loops back around on Raymond and Walnut. The line has stops at Colorado/Sierra Madre, Colorado/Lake, and Raymond/Walnut.

3.5.3 LADOT Service

LADOT has recently implemented a Commuter Express Line #500 which began operation in the fall of 1991. The line serves the communities of Encino, Burbank and Glendale, terminating in downtown Pasadena in the vicinity of Fair Oaks Avenue and Colorado Boulevard. Service is set up for two-way operation during the A.M. and P.M. peak hours, permitting commuters to travel to any city on the line. This route is coordinated with the

Foothill Transit express service, providing a commuter service that stretches from Encino to Claremont.

3.5.4 Fixed-Route Bus Transit Ridership

Overall ridership on each of the fixed-route SCRTD bus lines and the Foothill Transit lines serving Pasadena is summarized in Appendix F. These figures represent the total ridership on each bus line, including passengers carried outside of the study area. It is clear from the data that the majority of ridership is on the north-south routes through Pasadena rather than the east-west routes.

3.5.5 Summary of Transit Service

Virtually every bus line operating in the City of Pasadena has a stop or stops on Colorado Boulevard. Thus the downtown core area, and eastern Pasadena near Colorado Boulevard, appears to be well-served by transit service. Thirteen SCRTD and Foothill Transit lines serve the area bounded by Lake Avenue, Colorado Boulevard, Fair Oaks Avenue and Walnut Street. From this downtown "core" area, regional destinations such as downtown Los Angeles, Claremont, Commerce, Duarte, Hollywood, El Monte, and Altadena are readily accessible.

North/south lines are easily accessible in the northern portion of the City due to the relatively close spacing (about 1/3-1/2 mile). East/west lines travel mainly along the major east/west arterials in the geographic center of Pasadena, serving primarily the downtown area. Travel to every portion of the City may not be possible without a transfer, since most transit routes travel directly through the City and provide little or no "loop" service throughout Pasadena.

Express commuter service to downtown Los Angeles is relatively good, with six lines in operation and two park-and-ride facilities. The park-and-ride facilities are located at Pasadena Avenue/Union Street, and at 3700 East Sierra Madre Boulevard. Express stops are relatively evenly dispersed throughout the City, with the exception of the northwest portion of the City.

Foothill Transit operates a commuter express line for Pasadena-bound commuters, serving cities east of Pasadena, originating in Claremont. LADOT has implemented a new commuter express line that links with the Foothill Transit line. The LADOT route serves Encino, Burbank, Glendale, and Pasadena.

3.6 Rail Transit

The Los Angeles County Transportation Commission (LACTC) has proposed to build a light rail transit line between downtown Los Angeles and the City of Pasadena, as part of its

planned 300-mile rail network. Since Proposition C was passed, construction of the line has been brought forward two years, with groundbreaking proposed for 1993. LACTC projects that operations could begin as soon as 1995 if groundbreaking occurs on schedule.

The Final Environmental Impact Report (EIR) for the Pasadena-Los Angeles line was certified in spring 1990. The Draft EIR projected a patronage for the adopted alignment of 68,200 passengers daily. The line begins at Union Station in Los Angeles, travels north through Chinatown on the current Santa Fe Railroad right-of-way through Mount Washington, Highland Park, South Pasadena, and Pasadena, ending near Sierra Madre Villa Avenue in East Pasadena. Within Pasadena, the route travels on the railroad right-of-way between Fair Oaks Avenue and Arroyo Parkway, through Old Town Pasadena, then east along the 210 Freeway to Sierra Madre Villa Avenue. The proposed route and station locations are illustrated in Figure 6.

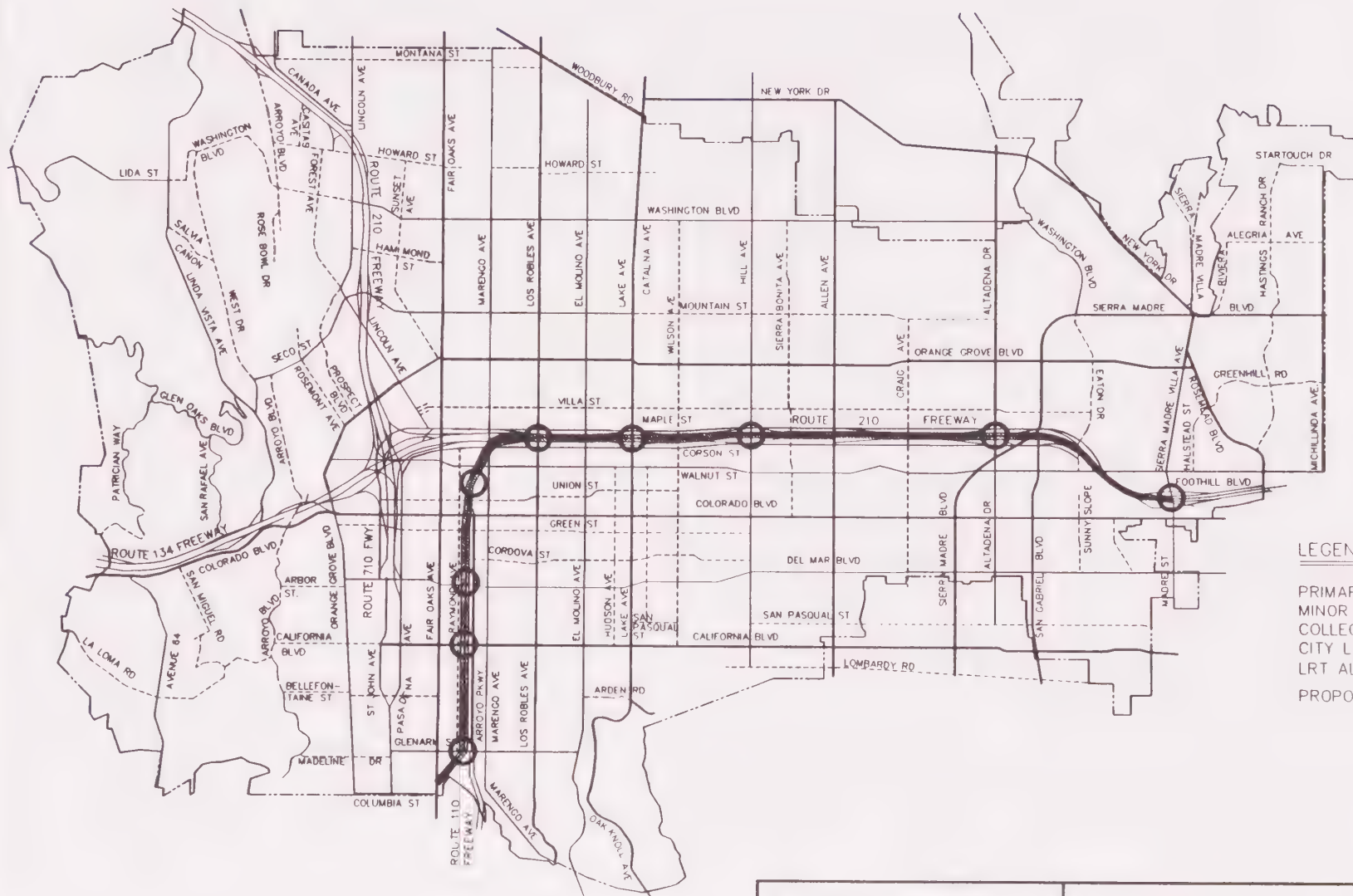
3.7 Commuter and Paratransit Programs

The City of Pasadena has a reputation for innovation in commuter services. It was one of the first cities in the region to enact a Trip Reduction Ordinance which establishes a mechanism for enforcing trip reduction programs in new developments(e.g., ridesharing facilities and programs). In addition, City support is given for such programs as the Pasadena Transportation Management Association and the Pasadena Employee Transportation Coordinator Network. The City also operates a significant and successful demand management program for City employees. The City of Pasadena also provides paratransit service to elderly and disabled residents of Pasadena, San Marino, and portions of Los Angeles County.

3.7.1 Trip Reduction Ordinance

In July, 1990, the City of Pasadena adopted Ordinance #6172, establishing trip reduction standards for specified types of development. This ordinance, commonly called the Trip Reduction Ordinance (TRO) performs two functions. First, for specific development sizes and types, the TRO requires specific employee demand management programs on site. In addition, the TRO provides an opportunity for these developments to apply for a reduced parking requirement in exchange for the on-site demand management program. A detailed summary of the demand management program and requirements is provided in Appendix G.

The TRO calls for developments expected to have 100+ employees working on site ("minor developments") to provide transportation demand management programs. Minor development project size, defined by the TRO, is equal to or greater than: 25,000 s.f. for business/professional offices; 40,000 s.f. for hospital and medical/dental; 50,000 s.f. for commercial uses; 50,000 s.f. for industrial uses; and 100,000 s.f. for warehousing and storage uses.



LEGEND

- PRIMARY ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- CITY LIMITS
- LRT ALIGNMENT
- PROPOSED STATIONS



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PASADENA MOBILITY ELEMENT
 PROPOSED LRT
 ALIGNMENT & STATIONS

FIGURE
 6

The TRO requires more comprehensive demand management plans for developments expected to accommodate 500+ employees ("Major developments"). Major development project size defined by the TRO is equal to or greater than: 125,000 s.f. for business/professional offices; 200,000 s.f. for hospital and medical/dental; 250,000 s.f. for commercial uses; 250,000 s.f. for industrial uses; and 500,000 s.f. for warehousing and storage uses. City staff provided a list of developments which have been subject to TRO regulations. As of May 1991, 35 developments have been required to follow provisions of the ordinance. Of these, nine had approved plans, three were required to submit plans but had not yet done so, three plans were in the process of being reviewed by the City, and four others required follow-up activity, such as employee survey submittals to the City. The remaining 16 developments are planning cases which have not yet reached the stage where TRO compliance is required. To date, only one development has applied for a parking requirement reduction.

3.7.2 Transportation Management Association

In Fiscal Year 1989-90 the City of Pasadena provided seed money to begin a Transportation Management Association. A Transportation Management Association (TMA) is a voluntary organization of employers which provides information and economies of scale in providing employee transportation services to member employers. Presently, the Pasadena TMA has 18 members, including the City of Pasadena. The TMA Board of Directors currently has 5 voting and 2 non-voting members. It is supported by member dues.

Some of the programs the TMA has initiated include:

- A guaranteed ride home program, where taxi service will be provided to ridesharing employees who have an emergency need or are scheduled to work late, with supervisor approval;
- A car rental service program, where ridesharing executives can be placed in a rental vehicle within 15 minutes in order to attend meetings which may arise. This option may also be used as a guaranteed ride home if distance to home is unusually long;
- Daily Air Quality Management bulletins and reports to be faxed each morning;
- Transit pass program, where SCRTD and Foothill Transit passes are delivered to member employers;
- In-house ridesharing matching program, using Ridestar, where member employer survey data plus available Commuter Transportation Services registrants will provide member employers with a focused matching program.

3.7.3 City Employee Ridesharing Program

The City of Pasadena is currently revising its employee ridesharing program. The proposed revisions include incentives for employees using alternative travel modes, as well as disincentives for employees who choose to drive to work alone. The incentives include cash bonuses, preferential parking privileges and free transit passes. A complete list of program provisions is included in Appendix H. Also shown is a table of the percentage of employees using each mode of transportation.

3.7.4 Dial-A-Ride Program

The City of Pasadena also provides a dial-a-ride transportation service for elderly and disabled residents of Pasadena, San Marino, and portions of Los Angeles County. Elderly and disabled riders are issued an identification card by the City. A current update of identification card lists indicated that the number of residents eligible for the services is about 5,500 persons.

Riders may call to reserve a ride in advance ("subscription" service) or call on the same day for a ride on a space-available basis ("demand responsive" service).

Currently, Pasadena Dial-A-Ride provides approximately 270 rides per day with a fleet of eight vans. The service is provided 7 a.m. to 9 p.m. Monday through Friday. Weekend and holiday service is provided 9 a.m. to 8 p.m. Staff is currently finalizing recommendations to change the schedule of service hours. A net reduction in the number of service hours is expected.

3.8 Park-and-Ride Facilities

Pasadena presently has two park-and-ride lots. One is the RTD lot at the Ralph M. Parsons complex, located at the intersection of Pasadena Avenue and Union Street. RTD arranged for 100 spaces at this lot, to be used by bus users only -- no staging of carpools or vanpools is provided for at this location. The second lot is at the First Church of the Nazarene, located at 3700 East Sierra Madre Villa Avenue. There are 30 spaces at this lot, which is managed by Caltrans.

There are two planned park-and-ride facilities. One is in Caltrans right-of-way underneath the I-210 Freeway at Sierra Madre Boulevard. There will be a total of 85 spaces, and the lot will be served by the Bus/HOV lane on the I-210 Freeway, providing a connection to the Foothill Transit express line that serves the area. Caltrans is expected to have construction underway on this lot in the next six months, with service being provided in eight to nine months.

The second lot is planned to be located at the I-710 Freeway at Green Street, in Caltrans' right-of-way which is accessible from Pasadena Avenue. This location is a couple of blocks south of Colorado Boulevard. It is primarily to be used for carpool/vanpool staging, and not as a bus park-and-ride lot. Service at this lot should also begin in 1992.

3.9 Bikeway System

This section describes the existing and currently proposed bicycle transportation facilities in the City of Pasadena.

3.9.1 Existing Bike Facilities

There are three different types of bike facilities: Class I, Class II, and Class III routes. Class I bikeways are bike paths or bike trails, and have an exclusive right-of-way for bicycles (separated from vehicles and pedestrians). Class II bikeways are bike lanes, a restricted right-of-way for bicycles designated by roadway striping and signs. Class III bikeways are bike routes, a travel lane shared by vehicles and bicycles, and are designated by signs only. The existing bike routes in and around Pasadena are shown in Figure 7.

Pasadena does not currently have any Class I bikeways. Most of the bike facilities in Pasadena are Class III bike routes, designated by signs only. There are three existing Class II bike lanes, two along Corson and Maple Streets, which parallel the I-210 Freeway, and one along Sierra Madre Boulevard.

3.9.2 Proposed Bikeway Facilities

The City has proposed additional bike route facilities at the locations shown in Figure 7. The proposed facilities include extensions of existing facilities, and the addition of new facilities to close the loop in the existing bikeway system, and to provide a more complete citywide bikeway system.

3.9.3 Mayor's Bicycle Task Force

In May, 1991, the Mayor's Bicycle Task Force presented a report entitled, "The Plan to Make Pasadena Bicycle-Friendly." The report establishes a set of recommendations and goals for the future bikeway system of Pasadena, including bike routes, recreational areas, bicycle parking facility provisions, locker and shower facility provisions, future bicycle ridership goals, and other issues. A copy of the report is included in Appendix I.



LEGEND

- PRIMARY ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- CITY LIMITS
- BIKE LANE (SIGNED AND STRIPED)
- BIKE ROUTE (SIGNED ONLY)
- FUTURE BIKEWAYS



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 Pasadena, CA 91101 (818) 568-9560 Fax

PASADENA MOBILITY ELEMENT
 CITY-WIDE
 BIKEWAY SYSTEM

FIGURE
 7

3.10 Pedestrian Facilities

Pasadena is currently embarking on several capital improvement projects to improve pedestrian facilities throughout the City. There are also several major pedestrian activity centers in the City, which are discussed below. Overall, Pasadena is viewed as a pedestrian-friendly City, with sidewalks and crosswalks provided throughout the City.

3.10.1 Capital Improvement Projects

The City of Pasadena is in the midst of a sidewalk rehabilitation program. The goal of the program is to have all sidewalks in the City repaired by 1993. The repairs include fixing tree-root damage as well as other cracks and uplifts. The City is paying for the construction of sidewalks in front of single-family residential units, and multi-family residential facilities with less than four units. Other property owners are being asked by the City to repair the sidewalks in front of their property at the owner's expense.

The City has been active in installing wheelchair ramps at intersections throughout the City. Over the past two years, the City has installed over 260 new ramps. The City will continue to install new ramps as funding permits each year, based on a prioritized list of locations established by the Disability Access Committee. The City also has a proposed \$1.7 million project to install ramps at all major roadway intersections within the City; however, the project is unfunded at this time.

3.10.2 High-Volume Pedestrian Areas

The City of Pasadena has several high-volume pedestrian areas that warrant special consideration for pedestrian facilities. These areas include the following:

- Civic Center area
- Rose Bowl Recreational area
- South Lake Avenue
- CalTech/PCC area
- East Orange Grove area
- Old Town Pasadena area

The Civic Center area includes the Pasadena Center and the Plaza Pasadena shopping mall. Further north lies the Pasadena City Hall and related facilities. The area generates higher-than-normal volumes of pedestrians, especially during special events at the Pasadena Center. The City already has a pedestrian plan as part of the Civic Center Master Plan. Significant pedestrian facilities in the area include two pedestrian bridges. One is located across Green Street between Euclid Avenue and Los Robles Avenue, and connects a parking structure with Plaza Pasadena. The other pedestrian bridge spans Marengo Avenue, between Green Street and Colorado Boulevard, and also connects a parking structure with Plaza Pasadena.

The Rose Bowl area is frequently used by several recreational activity groups, including walking, hiking, and jogging. The loop around the Rose Bowl, including West Drive, Seco Street, Rosemont Avenue, and Washington Boulevard, does not have a continuous sidewalk or pedestrian path. Pedestrians are required to share the street with bicyclists, skaters, and vehicles. The City is currently conducting studies to make the area more bicycle-friendly, and is also looking at options to improve pedestrian facilities, which should reduce existing vehicle/pedestrian conflicts.

The South Lake Avenue area is a prime shopping/retail/office use area that generates high volumes of pedestrians. Special pedestrian amenities include a traffic-signal-controlled pedestrian crossing across Lake Avenue south of Del Mar Boulevard. Other pedestrian-oriented features include arcade-type developments, with walk-ways through the structures from Lake Avenue to the parking lots behind the structures, courtyards, and back entrances for most retail uses directly to the parking areas.

Both the California Institute of Technology (CalTech), and Pasadena City College (PCC), are colleges that generate a significant volume of pedestrians. CalTech's campus is bounded generally by Wilson Avenue, Hill Avenue, Del Mar Boulevard, and California Boulevard. Several streets in the area have special pedestrian facilities, including Wilson Avenue and California Boulevard, which has a pedestrian signal for students to cross to the recreational facilities south of California Boulevard.

PCC is located between Hill Avenue, Bonnie Avenue, Colorado Boulevard, and Del Mar Boulevard. Significant volumes of pedestrians are generated by students walking from parking areas to school, and from the school to adjacent restaurants, such as across Colorado Boulevard. Both PCC and CalTech have Master Plans that identify pedestrian concerns and recommend improvements to the pedestrian network.

The East Orange Grove Boulevard area, which includes Los Robles Avenue, Fair Oaks Avenue, and Lake Avenue, is a significant pedestrian corridor in the northwest area of Pasadena. East Orange Grove Boulevard at Fair Oaks Avenue is a major retail center for the area, as are Los Robles and Lake Avenues. The area currently has pedestrian facilities located only at signalized intersections.

The Old Town Pasadena area is another shopping/dining area that has significant volumes of pedestrian traffic. The area is being redeveloped with many of the same pedestrian amenities as the South Lake area, including arcade-type developments with front, back, and through-connecting access, and alleyways with parking behind the development. The area does not have any special pedestrian-oriented facilities, but does have pedestrian crosswalks and pedestrian signals at all signalized intersections.

4. EXISTING TRANSPORTATION CONDITIONS

4.0 Existing Transportation Conditions

4.1 Daily Traffic Volumes

The most current daily traffic volume data, referred to as Average Daily Traffic (ADT) volumes, collected by the City of Pasadena are shown in Figure 8. The most heavily travelled surface street in the study area is Lake Avenue, just south of the Foothill Freeway, with a two-way ADT of approximately 51,100 vehicles at Walnut Street. Traffic volumes dissipate quickly, such as at Villa Street just north of the Foothill Freeway, where the ADT decreases to 38,800 and south of Cordova Street, where the ADT is 20,800 vehicles per day. Much of the traffic on Lake Avenue is commuter traffic, as it serves as a connector between the Pasadena Central Business District (CBD) and the 210 Freeway.

Other heavily travelled north-south streets include: Arroyo Parkway (ADT of 42,000 vehicles near the south end of town); Fair Oaks Avenue (31,200 ADT at Congress Street); Hill Avenue (28,800 ADT at Walnut Street); Marengo Avenue (25,100 ADT at Walnut Street) and Orange Grove Boulevard (24,000 ADT at California Boulevard).

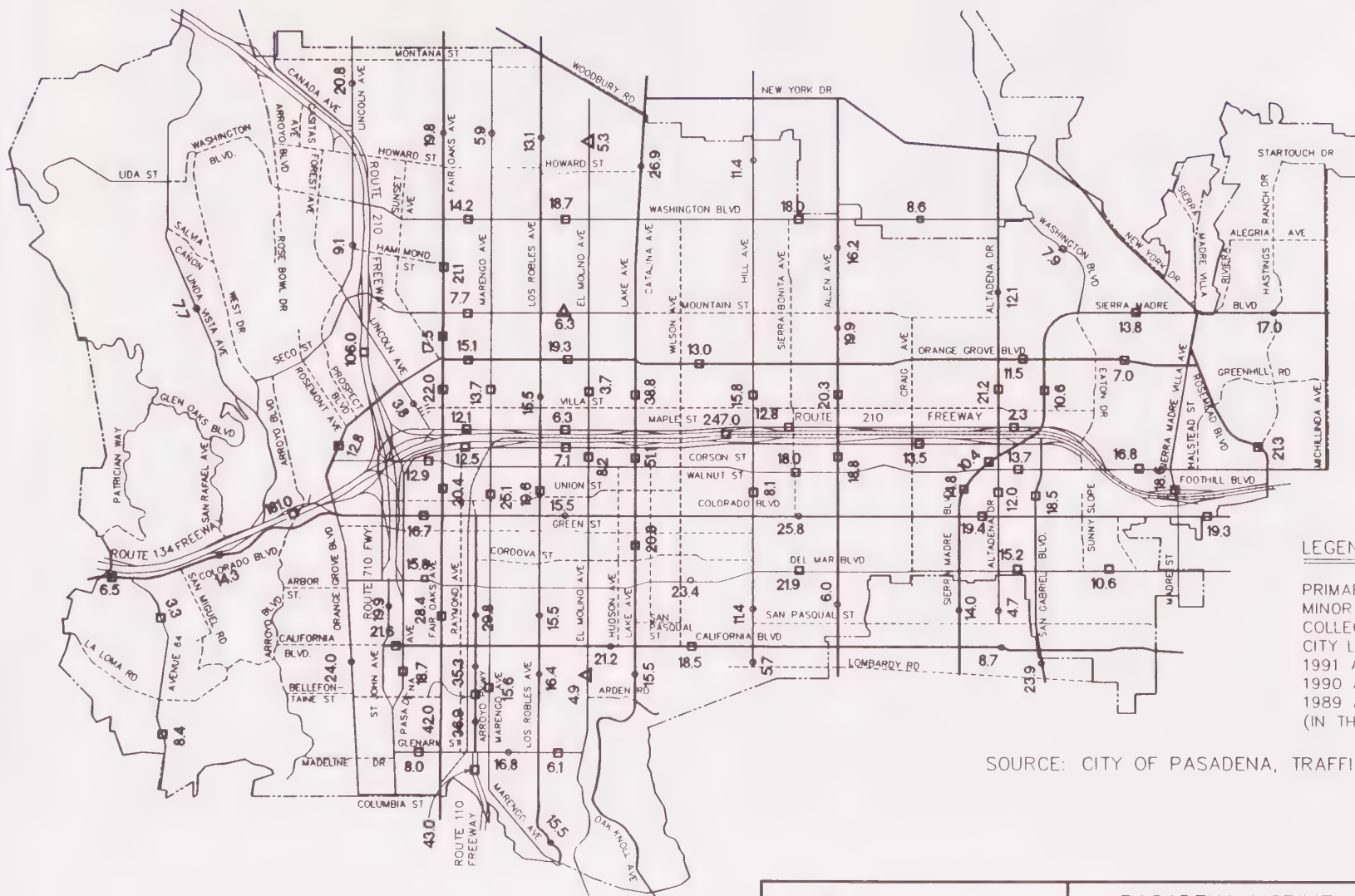
Daily traffic volumes on the east-west arterials are generally not as high as on the north-south arterials. High-volume east-west streets include California Boulevard (28,600 ADT at Los Robles Avenue); Colorado Boulevard (25,800 ADT at Hill Avenue); Del Mar Boulevard (23,400 ADT at Oak Knoll Avenue); and Walnut Street (22,100 ADT at Los Robles Avenue).

The most recent freeway traffic volumes provided by Caltrans on the various freeways located in the City of Pasadena include the Pasadena (SR-110) Freeway at Glenarm Street, with an ADT of 43,000 vehicles; the Ventura (SR-134) Freeway with 181,000 ADT at Orange Grove Boulevard; the Foothill (I-210) Freeway west of the Ventura Freeway interchange where the ADT is 106,000 vehicles at Mountain Street, and east of the Ventura Freeway interchange, the ADT is 247,000 at Hill Avenue; and the Long Beach (SR-710) Freeway with an ADT of 38,500 vehicles at Bellefontaine Street.

The count data indicate that the peak traffic periods generally occur between 7:30 to 8:30 AM and 5:00 to 6:00 PM. Traffic volumes on many arterials are generally equal in each direction throughout the day.

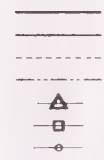
4.2 Screenline Volumes

Screenline volumes are the sum total of all vehicles crossing a specific street, or "screen," at various locations along its entire length. They are used to determine the general magnitude and direction of major traffic flows over an area or region and aid in determining the amount of through traffic on arterial streets. The City has established several perma-



LEGEND

- PRIMARY ARTERIAL
- MINOR ARTERIAL
- COLLECTOR
- CITY LIMITS
- 1991 ADT VOLUMES
- 1990 ADT VOLUMES
- 1989 ADT VOLUMES (IN THOUSANDS)



SOURCE: CITY OF PASADENA, TRAFFIC ENGINEERING DEPT

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PASADENA MOBILITY ELEMENT

AVERAGE DAILY TRAFFIC VOLUMES

FIGURE

8

nent screenline count locations along major arterials. The data is collected annually and is used to monitor traffic growth in the area.

The daily traffic volumes across various screenlines within the city are shown in Figure 9. The heaviest daily volumes occur across the east/west screenlines paralleling the Foothill Freeway. The single highest daily volume occurs across the Walnut St. screenline with an ADT of 299,200 vehicles. The north/south screenlines generally have less traffic than the east/west screenlines. The north/south screenline counts range from a high of 193,100 vehicles across the Los Robles Avenue screenline to a low of 70,900 vehicles across the Sierra Madre Villa Avenue/Madre Street screenline on the east edge of town. The screenline traffic volumes for the PM peak period, which are an indicator of the general magnitude and direction of traffic flow, as well as through-traffic levels, during the peak travel periods, are shown in Appendix J.

4.3 Roadway Link Level of Service

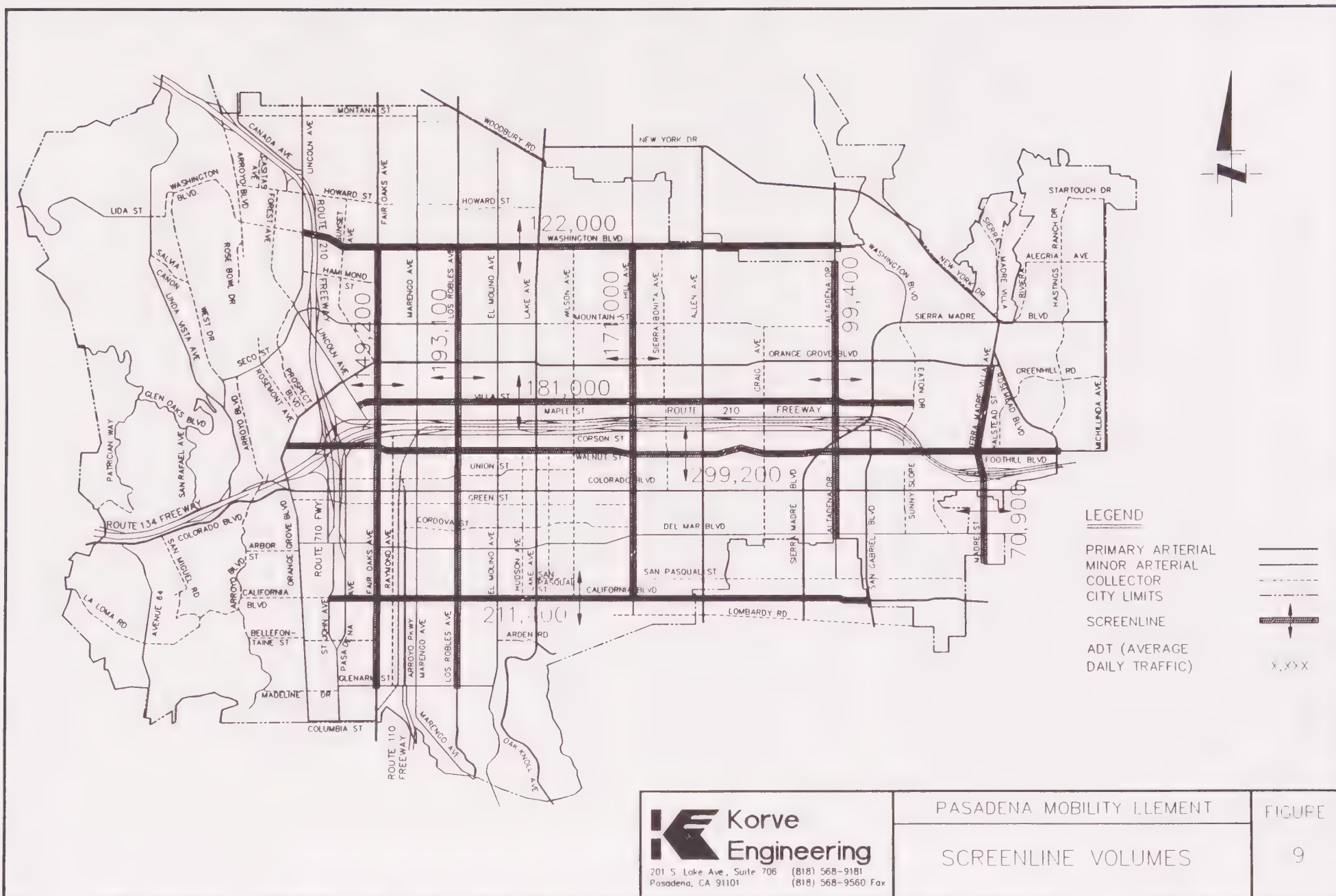
A method for measuring the level of congestion (or percent of roadway capacity utilized) that a roadway is operating at is called Level-of-Service. Level of Service (LOS) is a measure of the actual roadway volume compared to the theoretical roadway capacity. This volume-to-capacity (V/C) ratio translates to a LOS rating of A through F, with "A" being free-flow condition and "F" being overloaded or breakdown of traffic flow. A complete description of the Level-of-Service (LOS) methodology is included in Appendix K.

Roadway capacity is based upon the theoretical capacity of the roadway link. This methodology is used in planning future roadways that will be capable of accommodating anticipated future traffic volumes. Typically, Level-of-Service "C" is designed for link capacities in order to maintain LOS "D" (the minimum accepted) through intersections, which are usually the critical locations in a roadway system. Roadway links which exceed LOS "C" are considered deficient.

4.4 Intersection Level-of-Service Analysis

Six intersections were chosen by the City to be used as key "indicators", that would be representative of traffic conditions at critical locations. As requested by the City, the Intersection Capacity Utilization (ICU) method of analysis was used to determine the existing operating condition at these intersections. The six intersections include:

- Lake Avenue at Corson Street
- Lake Avenue at Maple Street
- Fair Oaks Avenue at Walnut Street
- Fair Oaks Avenue at California Boulevard
- Arroyo Parkway at Glenarm Street
- Foothill Boulevard at Rosemead Boulevard



The intersections of Lake Avenue/Corson Street and Lake Avenue/Maple Street not only accommodate the traffic for the two frontage roads along the 210 Freeway but serve as access to the on and off ramps as well. South of the freeway at Walnut Street, Lake Avenue has the highest ADT of any street in Pasadena. These intersections represent two of the most critical locations in the City. Lake/Corson operates at LOS B in the A.M. peak period and LOS C in the P.M. peak period, while Lake/Maple operates at LOS E and LOS C in the A.M. and P.M. peak periods, respectively.

The intersection of Fair Oaks Avenue and Walnut Street is located just south of the Foothill Freeway and just east of the Ventura Freeway interchange. The Parsons Engineering complex is located directly south of the intersection and serves as a significant traffic generator in this area. The ADT of Fair Oaks Avenue in the proximity of the intersection is 24,200 vehicles and the P.M. peak hour volume is 1,800 vehicles per hour (total both directions). The capacity of the intersection is limited by the close proximity to the signalized intersection of Fair Oaks Avenue/Corson Street. During the evening peak period, traffic waiting at the intersection of Corson Street and Fair Oaks Avenue backs up into the intersection of Fair Oaks Avenue and Walnut Street, limiting the northbound flow. The intersection operates at LOS B and LOS C in the AM and PM peak periods, respectively.

The intersection of Arroyo Parkway and Glenarm Street is the last signalized intersection prior to entering the Pasadena (SR-110) Freeway. The intersection operates at LOS D in the morning and LOS E in the evening peak period and is a local point of access to the regional network.

The intersection of Foothill Boulevard and Rosemead Boulevard (S.R. 19) is a major intersection on the east side of Pasadena. Rosemead Boulevard is major north-south arterial, providing access to Temple City, San Gabriel, Rosemead, and the San Bernardino (I-10) and Pomona (S.R. 60) Freeways. Foothill Boulevard is a major east-west arterial running through Pasadena to Arcadia, Sierra Madre, and Monrovia. The intersection is also located in a major retail area, with Hastings Ranch Shopping Center and other smaller strip retail centers in the immediate vicinity. The intersection operates at LOS B in the morning peak hour and LOS E in the evening peak hour.

The intersection of California Boulevard and Fair Oaks Avenue is a major intersection in the southwest area of Pasadena. California Boulevard is a major east-west arterial running from Arroyo Boulevard through to San Marino and Arcadia. Fair Oaks Avenue is a major north-south arterial that originates in Altadena and runs through Pasadena to South Pasadena. The intersection is critical to access to the Huntington Medical Center area, Old Town Pasadena, the Ventura (SR 134) and Foothill (I-210) Freeways to the west (via St. Johns/Pasadena Avenues), and the Pasadena (I-110) Freeway. The intersection operates at LOS B in the morning peak hour and at LOS C in the evening peak hour.

4.5 Mode Split

The term "Mode Split" refers to the relative percentage of users of each type of transportation alternative a person may use to travel from one point to another. For example, autos, car-pools, transit (bus, rail), bicycles, and walking are all different modes of transportation.

The existing mode split data for the City of Pasadena is based on the Southern California Association of Governments (SCAG) regional estimates from 1987 base year data (the most recent available). The mode split for all trips in Pasadena is summarized in Table 1. The data in Table 1 shows that for daily home-to-work trips, 75% are auto drive-alone trips, 17.3% are carpool trips, and 7.7% are transit trips. These values are consistent with the regional travel characteristics of the Los Angeles County area.

TABLE 1. EXISTING DAILY MODE SPLIT	
All Trips	Mode Split
Auto	96.9%
Transit ²	3.1%
AVR ³	1.43 persons per vehicle.
Home-to-Work Trips	Mode Split
Auto, Drive-Alone	75.0%
Auto, Carpool ¹	17.3%
Transit ²	7.7%
AVR ³	1.21 persons per vehicle (including buses, autos)
AVO ⁴	1.12 persons per auto

Source: SCAG 1987 base year trip table data

Footnotes:

- 1 - Includes 2 or more persons per auto
- 2 - Includes bus, rail, pedestrian, bicycle
- 3 - Average Vehicle Ridership
- 4 - Average Vehicle Occupancy

4.6 Special Events

There are several special events in the City of Pasadena that require special traffic control plans or strategies. These events include:

- Rose Parade on New Year's Day
- Rose Bowl events, including football games, Super Bowls, and concerts
- the Emmy Awards Ceremony at Pasadena Center.

4.6.1 Rose Parade

The Rose Parade is an annual event occurring on New Year's Day, prior to the Rose Bowl football game. The parade route runs from Orange Grove Boulevard down Colorado Boulevard to Sierra Madre Boulevard. The parade lasts several hours, and several hundred thousand spectators line the parade route to watch each year.

The City of Pasadena Police Department is in charge of traffic control for the parade. The Department, with support from the Los Angeles County Sheriff's Department and the California Highway Patrol, deploys over 1,100 officers during the event.

The Police Department has developed a comprehensive traffic control program which includes detailed schedules and plans for the control of vehicular and pedestrian traffic before, during, and after the parade, as well as the use of helicopters. The Department has indicated that, through years of experience, most of the major traffic problems have been resolved.

Some of the highlights and key issues identified by the Police Department concerning traffic control during the parade include:

- The "Red Zone" area, where the floats are constructed and stored before the parade. This area, along the I-710 Freeway corridor, becomes sealed off from all traffic, except for local traffic (with passes) and people affiliated with the Rose Bowl event.
- The parade route along Orange Grove, Colorado, and Sierra Madre Boulevard is open to traffic until right before the parade starts. This helps keep the streets clear of people waiting to view the parade.
- Several freeway ramps are closed, including the Colorado Boulevard exits on SR 134, the Sierra Madre Boulevard exit on the I-210 Freeway, and the ramps to the I-710 Freeway.
- The viewing of floats after the parade at Victory Park on Sierra Madre Boulevard creates traffic congestion and parking problems. The Department estimates that

roughly 200,000 people view the floats. A shuttle is established from parking lots at PCC to the float viewing area to help reduce parking and traffic problems.

4.6.2 Rose Bowl Events

Special events at the Rose Bowl include UCLA home football games, other football games (Super Bowls), music concerts, and other events. As with the Rose Parade, the Pasadena Police Department has a highly organized system for controlling traffic to/from the Rose Bowl for these events. Even though access to the Rose Bowl is limited, the well-planned series of special intersection controls and one-way streets set up by the Police allowed traffic to generally flow well during the events. The Police Department sets up 40 traffic posts, managed by communications from a helicopter.

Some of the critical issues identified by the Police Department concerning traffic at the Rose Bowl include:

- Backups occur on the eastbound Ventura (SR 134) Freeway, caused by motorists exiting at Orange Grove Boulevard to get to the Rose Bowl. To alleviate the problem, the exit is temporarily closed and additional traffic is directed to the I-210/Mountain Street exit, or to the I-210/Arroyo Parkway exit. For major events, Caltrans posts signs directing motorists to take SR 134 east to SR 2 North, to the I-210 South, to the Arroyo Parkway exit in order to spread out the large volumes of traffic.
- Backups also occur at the I-210/Mountain Street exit. The I-210/Arroyo Parkway exit is under-utilized, and more traffic needs to be directed to this exit.
- Rosemont Avenue and Arroyo Parkway are both made one-way-in prior to the event, and one-way-out after the event. Washington Boulevard is also made one-way-out after the event.
- The parking for the event is also regulated by the Police Department. Through the use of moveable barriers, the Police direct motorists to the available lots as other lots fill up. Parking problems on residential streets have been reduced by closing off streets to local traffic only in the surrounding Rose Bowl area. Since most of the parking is on grass lots, vehicles are stacked on the surrounding streets when it rains.

The Police Department indicated that changes that would be beneficial include the increased use of buses and shuttles to remote parking lots. The large parking lots at the Parsons building and at JPL are already being used to some degree, but service could be expanded.

4.6.3 The Emmy Awards Ceremony

The Emmy Awards Ceremony is an annual media event at the Pasadena Center. Although not as substantial as the Rose Parade and Rose Bowl events, several streets are closed, including Green Street between Marengo and Los Robles. The Police Department indicated that the main problem is parking of the numerous limousines that bring celebrities and other event officials to the event.

4.7 Major Traffic Generators

There are several colleges, civic and public institutions that are major traffic generators in the City of Pasadena. Included in this list are: Pasadena City College, the downtown Civic Center, Huntington Hospital and Medical Center area, California Institute of Technology, the Plaza Pasadena, Ambassador Auditorium, and Pasadena Civic Auditorium.

5. IDENTIFICATION OF TRANSPORTATION ISSUES

5.0 Identification of Transportation Issues

This section provides a summary and brief discussion of each of the key issues and concerns regarding the transportation system that have been identified. These include intersections and roadway segments that are deficient or in need of improvement, or that are currently experiencing traffic congestion, delays or circulation and access problems. In addition, traffic and circulation issues and concerns that are relevant to the City and have an impact on the transportation system are addressed. The location of each issue or area of concern is indicated in Figure 10.

In general, the City's circulation system works well and can adequately accommodate current travel demands. Traffic conditions at key intersections and along the major arterials are typically good, by most standards. Residents of Pasadena enjoy a higher quality of life, in terms of levels of service, than do many other communities in Southern California. While there are several critical issues and locations which need to be addressed, overall, the road network functions properly and provides a safe and efficient means of transportation.

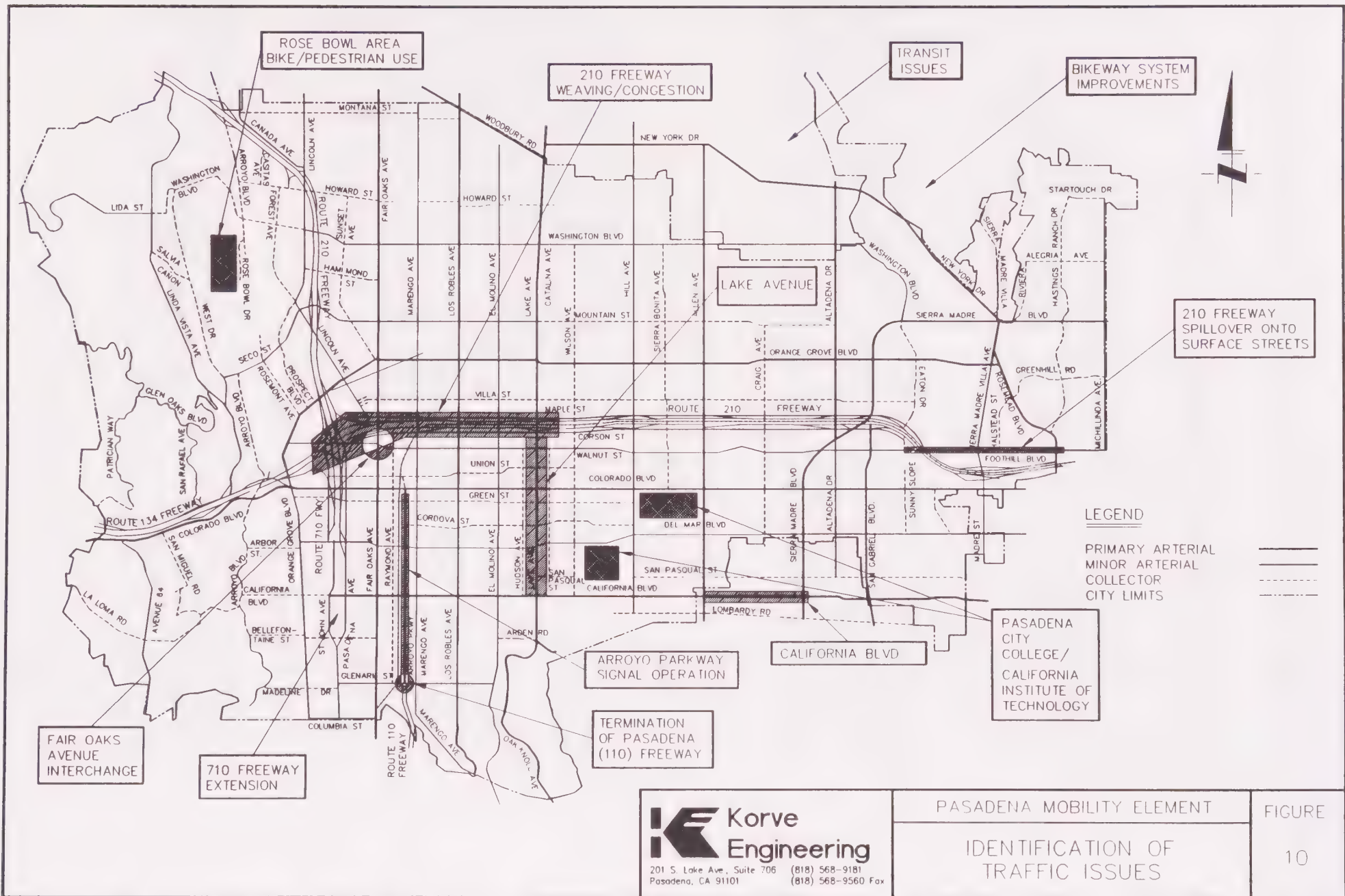
5.1 Regional Network Issues

Long Beach (710) Freeway Extension

The completion of the Long Beach Freeway between Valley Boulevard in Alhambra and Del Mar Boulevard in Pasadena would eliminate a gap in one of the Los Angeles basin's most important north/south freeway routes, providing the much needed connection to the 210 and Ventura Freeways. Completion of the freeway would not only significantly reduce travel times and delays for motorists continuing north on the 210, 710 and Ventura Freeways, but will greatly reduce the amount of surface street traffic on several of the parallel arterial streets in Pasadena which currently serve as alternatives to the freeway extension. These include Orange Grove Boulevard, Pasadena Avenue, Fair Oaks Avenue, Los Robles Avenue, El Molino Avenue, and Lake Avenue. The extension will also provide improved access to the regional network for residents of the City. A negative impact, however, may be that traffic on the east/west arterials will increase, particularly on those which access the on/off ramps. The effects of the 710 extension will be evaluated in subsequent tasks.

210 Freeway Spillover onto Surface Streets

One potential impact of increased congestion on the 210 Freeway is the spillover of eastbound traffic onto surface streets during the evening peak period. There are some indications that as traffic levels continue to increase during the afternoon and evening hours and eastbound traffic begins to back up east of Lake Avenue, some motorists will exit the freeway and use Foothill Boulevard and other surface streets as alternate routes to avoid



congestion. This results in increased traffic volumes on the local street system and contributes to increased accident frequency. One cause of this is the reduction in the number of lanes from 5 to 4 on the eastbound 210 at Rosemead Boulevard.

210 Freeway Between Ventura Freeway and Lake Avenue

Another issue regarding the 210 Freeway is the congestion and weaving that occurs due to the number and proximity of on/off ramps between the Ventura Freeway/Long Beach Freeway interchange and Lake Avenue, as well as the reduction in the number of through lanes in the eastbound direction. This creates the need for weaving, merging, and lane-changing in the eastbound direction as motorists make their way over to the Lake Avenue exit, which is the first local street exit east of the 710 Freeway.

Pasadena (SR-110) Freeway Termination at Glenarm Street

The termination of the Pasadena Freeway at Arroyo Parkway/Glenarm Street is a significant intersection in the City. The intersection operates at LOS D in the morning and LOS E in the evening peak period. Significant volumes of traffic access the regional network at this location.

5.2 Local Street Issues

Lake Avenue - 210 Freeway to California Boulevard

Lake Avenue between the 210 Freeway on/off ramps and California Boulevard is one of the heaviest travelled arterial streets in the City. Lake Avenue is the center of new commercial and office development in the City and therefore carries significant traffic volumes. Lake Avenue at Corson Street and at Maple Street are two key intersections in the city as they serve as access to the 210 Freeway and frontage roads. The intersection of Lake/Corson currently operates at LOS B in the morning and LOS C in the evening peak period, while Lake/Maple operates at LOS E and LOS C in the A.M. and P.M. peak periods, respectively. Some of the issues to be considered along Lake Avenue include removal of onstreet parking to increase roadway capacity and improved signal coordination through the computer operated signal control system.

Arroyo Parkway - All-Red Signal Operation

One of the current operational policies that warrants consideration is the switching of all traffic signals along Arroyo Parkway to a flashing all-red phase when a train is passing along the adjacent Santa Fe Railroad. This operation causes backups and delay on Arroyo Parkway and adjacent streets. Consideration should be given to a different operation, such as allowing the signals to rest in green on Arroyo Parkway, which will provide the desired safety protection for the railroad crossings, while minimizing delays along the parallel

streets; although this operation would increase waiting times for pedestrians wishing to cross Arroyo Parkway. A negative impact of the current operation is that traffic on the local street network is interrupted for a certain length of time after the train has passed before traffic resumes normal operating conditions.

California Boulevard east of Allen Avenue

Another arterial roadway issue is the narrowing of California Boulevard from four lanes to two lanes just outside the City boundary at Allen Avenue. California Boulevard was improved in the City of Pasadena to a four-lane facility; however, it is currently two lanes east of Allen Avenue in the City of San Marino. This creates a capacity constraint.

Pasadena City College - Parking Impacts

One issue effecting the local street system is the impacts resulting from traffic circulation around Pasadena City College. This is a large traffic generator in the City which impacts the surrounding street system during the times students, faculty and administrators are travelling to and from the campus. The key issue is the lack of sufficient parking for the college. PCC is currently developing a Master Plan for the campus which addresses this issue.

North/South Access to the 210 Freeway

Access to the 210 Freeway is provided at several major arterial streets in the City of Pasadena. As a result, traffic is concentrated along several of these arterials, particularly Lake Avenue and Fair Oaks Avenue. This creates some congestion and access problems as motorists make their way to the various on/off ramps and frontage roads. One improvement being considered by the City is the extension of Union Street to Hill Street, which will provide improved access to an additional freeway interchange.

5.3 Transit Issues

The following issues regarding bus transit service needs in the City of Pasadena have been identified:

- A. Local travel in the City is difficult to accomplish without transfers. Bus passengers cannot travel "crosstown" in the City from, for example, northeast Pasadena to southwest Pasadena. This trip is difficult to accomplish without at least one or two transfers.
- B. Most transit service travels directly through the City, with origins and destinations outside of Pasadena. A crosstown service, either re-routed SCRTD lines or a city

shuttle, could be considered, to allow more direct service between portions of the City north and south of Colorado Boulevard.

- C. Downtown "core" service, on and near Colorado Boulevard, does not link major business and commercial areas. A loop service linking south Lake Avenue, the Civic Center, Plaza Pasadena and Old Town Pasadena has potential for success and improved service within the City, especially during weekday hours.
- D. There are express lines to downtown Los Angeles originating from the northwest portion of the City.
- E. Relatively few east-west routes are located north of Colorado Boulevard. Potentially a local circulator such as the one described above, could serve this area in the east-west direction.

5.4 Bicycle Issues

Pasadena is in the process of improving its citywide bikeway system, and making the City more "bicycle friendly." Several key issues related to bikes include the use of the Rose Bowl area (and potential conflicts) for bikes/ pedestrians, the establishment of ordinances to ensure bike parking and storage facilities are provided throughout the City, and the establishment of a more complete bike route system in the City.

5.5 Pedestrian Issues

Of the major pedestrian flow areas identified, CalTech, PCC, the Civic Center area and South Lake area all have Master Plans that address and will resolve existing problems and establish guidelines and goals for future development. The East Orange Grove area, and the Old Town Pasadena area, however, have pedestrian issues that will need to be addressed in the future. The Rose Bowl area issues will be addressed in a study which is planned to be administered by the City in 1992.

6. PLANNED AND PROPOSED IMPROVEMENTS

6.0 Planned and Proposed Improvements

6.1 Capital Improvement Program

The FY1991-1995 Capital Improvement Program (CIP) for the City of Pasadena includes sixteen appropriated and two unappropriated projects. Major programs include the installation of a citywide computer-based traffic signal control system to centrally operate and coordinate the city's signalized intersections. Also, the City is proceeding with plans to construct a Transit Center at the corner of Arroyo Parkway and Del Mar Boulevard. The Transit Center will be part of the planned Blue Line extension to Pasadena. The complete list of CIP projects is included in Appendix L and illustrated in Figure 11.

6.2 Computerized Traffic Signal Control System

The City of Pasadena is undertaking the installation of a computerized traffic signal system including central control of 280 signalized intersections. Construction of this system is underway and the signals are expected to be on-line by the Spring of 1992.

This system will be operated from a state-of-the-art Traffic Signal Control Center located within City Hall. Included in the system are computerized dynamic graphics to enable the view of traffic signal operations in a real-time mode, installation of system detectors which will be used to gather traffic information and allow the system to automatically respond to unusual traffic conditions, installation of closed-circuit television (CCTV) cameras at selected locations, and an intertie with Caltrans District 7 Traffic Operations Center located in downtown Los Angeles to provide access to local and regional freeway conditions information. The system will also monitor the traffic signals for failures or malfunctions.

6.3 Other City-Funded Projects

Additional future projects include: installation of Changeable Message Signs (CMS) at selected locations on the City street network; upgrade of the City's Highway Advisory Radio (HAR) system; installation of a traffic advisory information system at transportation centers and major traffic generating facilities; access to local and regional traffic conditions at residential homes via cable TV; and installation of a "Smart Corridor" system adjacent to the 210/710 Freeway corridors.

6.4 Regional Improvement Projects

In addition, there are several other planned projects at the regional level which are being administered by various State and local agencies. These include:

San Gabriel Valley Transit Study

LACTC has begun a study of transit service in the San Gabriel Valley from Pasadena to San Bernardino to evaluate potential options for extending the Blue Line easterly from its current planned terminus at Sierra Madre Villa Avenue. The study will address transit options including light rail, commuter rail and bus technologies in the Santa Fe Railroad right-of-way or Route 210/Route 30 right-of-way. LACTC expects to complete the study in 12 months.

Long Beach (SR-710) Freeway Extension

The completion of the Long Beach Freeway between Valley Boulevard and Del Mar Boulevard, which has historically been delayed, is proceeding, albeit at an undetermined rate. The Final EIR for the project is complete, although it has not yet been certified. While there is no specific construction schedule at this point, Caltrans indicates that this is an active project.

Pasadena Transit Center

As indicated previously, the City is proceeding with the planning of a Transit Center at the site of the Santa Fe depot. The center would include light rail and bus facilities. The City expects to receive State funding for the planning, design and construction of the facility.

SCRTD Bus Electrification Study

The LACTC "Proposed 30-Year Integrated Transportation Plan" dated May 29, 1991 indicates that a potential bus route being studied by SCRTD for electrification includes Line #180/181. This route originates in Altadena/Pasadena, passes through Glendale and terminates in Hollywood. Major arterials in the City of Pasadena served by the line are Colorado Boulevard, Lake Avenue, and California Boulevard. SCRTD is discussing these proposed bus electrification routes with each of the cities to determine their feasibility.

Regional Mobility Plan

The Regional Mobility Plan (RMP) is a regional planning document prepared by the Southern California Association of Governments. The purpose of the RMP is to establish goals and methods to improve transportation and traffic flow throughout the Southern California area. A copy of the summary of the RMP is contained in Appendix N.

6.5 Los Angeles-Pasadena Light Rail Line

The Los Angeles County Transportation Commission (LACTC) has proposed to build a light rail transit line between downtown Los Angeles and the City of Pasadena, as part of its planned 300-mile rail network. Since Proposition C was passed, construction of the line

has been brought forward two years, with groundbreaking proposed for 1993. LACTC projects that operations could begin as soon as 1995 if groundbreaking occurs on schedule.

The Final Environmental Impact Report (EIR) for the Pasadena-Los Angeles line was certified in spring 1990. The Draft EIR projected a patronage for the adopted alignment of 68,200 passengers daily. The line begins at Union Station in Los Angeles, travels north through Chinatown on the current Santa Fe Railroad right-of-way through Mount Washington, Highland Park, South Pasadena, and Pasadena, ending near Sierra Madre Villa Avenue in East Pasadena. Within Pasadena, the route travels on the railroad right-of-way between Fair Oaks Avenue and Arroyo Parkway, through Old Town Pasadena, then east along the 210 Freeway to Sierra Madre Villa Avenue.

Trains are scheduled to operate on six to nine minute headways during peak periods and every 15 minutes at all other times. LACTC planners estimate that the trip from East Pasadena to Union Station will take approximately 30 minutes.

6.5.1 Stations & Facilities

The EIR for the light rail line studied nine potential sites for stations to be constructed in the City of Pasadena. Of the nine sites, six will be chosen to be constructed. The City is currently negotiating with LACTC on the siting and number of stations, as well as other alignment and construction issues in the Old Town Pasadena district. The nine potential sites studied include: Glenarm Street, California Boulevard, Del Mar Boulevard, Holly Street, Los Robles Avenue, Lake Avenue, Hill Avenue, Altadena Drive, and Sierra Madre Villa Avenue.

The City is proceeding with the planning of a multi-modal Transit Center at the site of the Santa Fe Depot, that would include commuter rail, light rail, and bus facilities. There is also the potential for a joint development land use project at this location. The City expects to receive funds from the State of California for the planning, design and construction of the facility.

The main issues to be resolved include negotiations with Santa Fe Railroad regarding purchase of the right-of-way for the alignment, and negotiations regarding station location and alignment issues with the City of Pasadena. There are also studies underway regarding the location of a maintenance yard outside the City of Pasadena and the seismic improvements that may be needed on the Arroyo Seco Bridge.

6.5.2 Linkage to Regional Rail Network

Passengers on the Los Angeles - Pasadena light rail line will be able to transfer to the Metro Line subway and to commuter rail service at Union Station in downtown Los Angeles. In addition, LACTC has longer term plans to connect the Pasadena line with the Los Angeles - Long Beach Blue Line through the Los Angeles CBD which would provide direct service

between Pasadena and Long Beach. LACTC is also planning a study of rail or other transit options for the Santa Fe right-of-way east of the Sierra Madre Villa station. This study will explore connections with other rail and bus projects in this area.

6.6 Summary

The results of the data collection and analysis tasks, as documented in the Existing Conditions Report, have indicated that, overall, the streets throughout the City of Pasadena's Circulation system operate at a high (i.e., favorable) level of service. In general, residents and workers throughout Pasadena enjoy a higher quality of Life, in terms of adequate and efficient transportation systems, than do many other communities in Southern California.

Not surprisingly, the predominant mode of transportation, and related transportation facilities, is currently auto-oriented, as has been the trend in Southern California for the past 40 years. However, as the capacities of our freeway and local roadway systems have been reached or exceeded, and as driver frustration and demand for alternative modes has increased, there has been an increasing amount of energy and attention focused on re-thinking the goals and ideals of how a transportation system should be shaped. This has led to the development of City-wide, County, and regional mobility plans that include a wide variety of projects and programs that are less auto-oriented and more focused on providing transportation alternatives. This direction will form the basis for development of the Mobility Element for the City of Pasadena.

APPENDIX

Appendix A

Roadway Characteristics

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Allen Avenue	Brigden	Casa Grande Street	Primary	2	2		1 HR P 9-6
Allen Avenue	Queensberry Street	Casa Grande Street	Primary	2	2	1 HR P 9-6	
Allen Avenue	Casa Grande Street	D/W at S. End of Marshall School	Primary	2	2	NP 7-5 School Days	
Allen Avenue	Corson Street	Locust Street	Primary	2	2		
Allen Avenue	Walnut Street	AT&SF Ry. Right of Way	Primary	2	2		NPA
Allen Avenue	Walnut Street	Colorado Blvd.	Primary	2	2	NP 7-9/4-6	NP 7-9/4-6
Allen Avenue	Colorado Blvd.	Walnut Street	Primary	2	2	2 HR P 9-6	2 HR P 9-6
Allen Avenue	Colorado Blvd.	Del Mar Blvd.	Primary	1	1	2 HR P 9-6	2 HR P 9-6
Allen Avenue	Del Mar Blvd.	Orangewood Street	Primary	1	1	NPA	
Allen Avenue	Del Mar Blvd.	Orangewood Street	Primary	1	1		2 HR P 9-4
Altadena Drive	180 N/O Cooley Place	40 S/O Cooley Place	Primary	2	2	NP 7-9/4-6	NP 7-9/4-6
Altadena Drive	160 N/O Paloma Street	Lambert Drive	Primary	2	2	NP 7-9/4-6	NP 7-9/4-6
Altadena Drive	Foothill Blvd.	Walnut Street	Primary	2	2	NSA	NSA
Arroyo Parkway	Walnut Street	Holly Street	Primary	2	2	NS 7-9/4-6	NS 7-9/4-6
Arroyo Parkway	Holly Street	Union Street	Primary	2	2	NS 7-9/4-6	NS 7-9/4-6
Arroyo Parkway	Union Street	60 N/O Colorado Blvd.	Primary	2	2		NS 7-9/4-6

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Arroyo Parkway	Union Street	110 S/O Colorado Blvd.	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	50 N/O Colorado Blvd.	60 S/O Colorado Blvd.	Primary	2	2		N/S 7-9/4-6
Arroyo Parkway	90 S/O Colorado Blvd.	126 N/O Green Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	60 S/O Colorado Blvd.	126 N/O Green Street	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	126 N/O Green Street	203 S/O Green Street	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	126 N/O Green Street	255 S/O Green Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	255 S/O Green Street	Cordova Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	203 S/O Green Street	Cordova Street	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	70 N/O Cordova Street	100 S/O Cordova Street	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	Cordova Street	135 S/O Cordova Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	135 S/O Cordova Street	Del Mar Blvd.	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	100 S/O Cordova Street	145 N/O Del Mar Blvd.	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	145 N/O Del Mar Blvd.	Del Mar Blvd.	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	Del Mar Blvd.	145 S/O Del Mar Blvd.	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	Del Mar Blvd.	Bellevue Drive	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	Del Mar Blvd.	145 S/O Bellevue Drive	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	129 N/O California Blvd.	California Blvd.	Primary	2	2		NS 7-9/4-6

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Arroyo Parkway	California Blvd.	330 S/O Fillmore Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	Webster Alley	California Blvd.	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	Fillmore Street	Webster Alley	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	470 S/O Fillmore	580 S/O Fillmore	Primary	2	2		NS 7-9/4-6
Arroyo Parkway	580 S/O Fillmore Street	760 S/O Fillmore Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	735 S/O Fillmore Street	895 S/O Fillmore Street	Primary	2	2	NS 7-9/4-6	
Arroyo Parkway	368 N/O Picher Alley	Picher Alley	Primary	2	2	NS 70-9/4-6	
Arroyo Parkway	322 N/O Glenarm Street	Glenarm Street	Primary	2	2	NS 7-9/4-6	
California Blvd.	Concordia Court	Raymond Avenue	Primary	2	2	1 HR 9-6	1 HR 9-6
California Blvd.	Raymond Avenue	Arroyo Parkway	Primary	2	2	NSA	NSA
California Blvd.	Arroyo Parkway	Wilson Avenue	Primary	2	2	NS 7-9/4-6	NS 7-9/4-6
California Blvd.	255 E/O Arroyo Blvd.	100 E/O Arroyo Blvd.	Primary	2	2		NP SH
California Blvd.	Lake Avenue	Wilson	Primary	2	2	NP 7-9/4-6	
California Blvd.	Lake Avenue	Wilson	Primary	2	2	2 HR P 9-4	
California Blvd.	Catalina	Mentor	Primary	2	2		NP 7-9/4-6
California Blvd.	Catalina	Wilson	Primary	2	2		NSA
California Blvd.	Hill Avenue	Wilson	Primary	2	2	NSA	NSA

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
California Blvd.	Raymond	Lake Avenue	Primary	2	2	NSA	NSA
California Blvd.	El Molino Avenue	Lake Avenue	Primary	2	2	NSA	NSA
California Blvd.	Altadena	Sierra Madre Blvd.	Primary	2	1	NS 7-9/4-6	
Colorado Blvd.	East City Boundary	San Gabriel Blvd.	Primary	2	2	2 HR P 9-6	
Colorado Blvd.	San Gabriel Blvd.	Vinedo Avenue	Primary	2	2	1 HR P 9-6	
Colorado Blvd.	Vinedo Avenue	108 W/O Vinedo Avenue	Primary	2	2	NPA	
Colorado Blvd.	108 W/O Vinedo Avenue	Eloise Avenue	Primary	2	2	1 HR P 9-6	
Colorado Blvd.	San Gabriel Blvd.	Eloise Avenue	Primary	2	2		1 HR P 9-6
Colorado Blvd.	Eloise Avenue	Allen Avenue	Primary	2	2	2 HR P 9-6	
Colorado Blvd.	Allen Avenue	Sierra Bonita Avenue	Primary	2	2	1 HR P 9-6	
Colorado Blvd.	Hill Avenue	Sierra Bonita Avenue	Primary	2	2	1 HR P 9-6	
Colorado Blvd.	Hill Avenue	Marengo Avenue	Primary	2	2	1 HR P 9-6	
Colorado Blvd.	Hill Avenue	Pasadena Avenue	Primary	2	2		1 H P 9-6
Colorado Blvd.	Arroyo Parkway	Marengo Avenue	Primary	2	2	NPA	
Colorado Blvd.	Arroyo Parkway	Pasadena Avenue	Primary	2	2	1 HR P 9-6	
Colorado Blvd.	Pasadena Avenue	Orange Grove Blvd.	Primary	2	2	2 HR P 9-6	2 HR P 9-6
Colorado Blvd.	Pasadena Avenue	St. John Avenue	Primary	2	2	1 HR P 9-6	1 HR P 9-6

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Colorado Blvd.	Avenue 64	Orange Grove Blvd.	Primary	2	2	NSA	NSA
Colorado Blvd.	Club Road	Annandale Road	Primary	2	2	NPA	
Colorado Blvd.	Grand Avenue	Linda Vista Avenue	Primary	2	2	NSA	NSA
Colorado Blvd.	Harkness Avenue	1st DR E/O Harkness Ave.	Primary	2	2	NPA	NPA
Colorado Blvd.	Kinneloa	E.C.L.	Primary	2	2	1 HR P	1 HR P
Fair Oaks Avenue	110 N/O Orange Grove Blvd.	Montana Street	Primary	2	2		NPA
Fair Oaks Avenue	185 N/O Washington Blvd.	190 S/O Washington Blvd.	Primary	2	2	NPA	
Fair Oaks Avenue	195 S/O Washington Blvd.	150 N/O Hammond Street	Primary	2	2		2 HR P 9-6
Fair Oaks Avenue	185 S/O Hammond Street	165 N/O Hammond Street	Primary	2	2	NPA	
Fair Oaks Avenue	Glorietta Street	175 N/O Mountain Street	Primary	2	2	2 HR P 9-6	2 HR P 9-6
Fair Oaks Avenue	175 N/O Mountain Street	200 S/O Mountain Street	Primary	2	2	NPA	NPA
Fair Oaks Avenue	110 N/O Orange Grove Blvd.	Orange Grove Blvd.	Primary	1	1	NPA	
Fair Oaks Avenue	Orange Grove Blvd.	180 S/O Orange Grove Blvd.	Primary	1	1		NPA
Fair Oaks Avenue	50 N/O Peoria Street	Peoria Street	Primary	1	1		NPA

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Fair Oaks Avenue	Walnut Street	Holly Street	Primary	2	3	15 min. P	
Fair Oaks Avenue	Holly Street	Colorado Blvd.	Primary	2	2	NSA	
Fair Oaks Avenue	Holly Street	Lincoln Avenue	Primary	2	2		NS 7-6/4-6
Fair Oaks Avenue	Holly Street	Union Street	Primary	2	2		1 HR P 9-6
Fair Oaks Avenue	Union Street	Colorado Blvd.	Primary	2	2		NSA
Fair Oaks Avenue	Colorado Blvd.	Green Street	Primary	2	2	NSA	NSA
Fair Oaks Avenue	Green Street	Del Mar Blvd.	Primary	2	2	1 HR P 8-6	1 HR P 8-6
Fair Oaks Avenue	Del Mar Blvd.	Bellevue Street	Primary	2	2	2 HR P 9-6	2 HR P 9-6
Fair Oaks Avenue	125 N/O Del Mar Blvd.	130 S/O Del Mar Blvd.	Primary	2	2	NPA	NPA
Fair Oaks Avenue	Bellevue Street	Fillmore Street	Primary	2	2	1 HR P 9-6	
Fair Oaks Avenue	Bellevue Street	Hurlbut Street	Primary	2	2		1 HR P 9-6
Fair Oaks Avenue	Glenarm Street	N. Line of Arlington Dr.	Primary	2	2	1 HR P 9-6	
Fair Oaks Avenue	Glenarm Street	State Street	Primary	2	2	NPA	
Fair Oaks Avenue	Arlington Drive	Grace Terrace	Primary	2	2		1 HR P 9-6
Fair Oaks Avenue	S. Line/Allesandro Pl.	N. Line/Bellefontaine St.	Primary	2	2	1 HR P 9-6	
Lake Avenue	Howard Street	Rio Grande Street	Primary	2	2	2 HR P 9-6	2 HR P 9-6
Lake Avenue	Mountain Street	240 S/O Mountain Street	Primary	2	2	NPA	

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Lake Avenue	Mountain Street	Orange Grove Blvd.	Primary	2	2	1 HR P 9-6	1 HR P 9-6
Lake Avenue	Boylston Street	California Blvd.	Primary	2	2	1 HR P 9-6	1 HR P 9-6
Lake Avenue	Villa Street	Maple Street	Primary	3	3	1 HR P 9-6	1 HR P 9-6
Lake Avenue	Maple Street	Walnut Street	Primary	3	3	NSA	NSA
Lake Avenue	Walnut Street	Union Street	Primary	3	3	NSA	NSA
Lake Avenue	Maple Street	Colorado Blvd.	Primary	3	2		NS 7-9/4-6
Lake Avenue	Union Street	Colorado Blvd.	Primary	3	2	NS 7-7	NS 7-7
Lake Avenue	Colorado Blvd.	Green Street	Primary	3	2	NSA	
Lake Avenue	Colorado Blvd.	Green Street	Primary	3	1		NSA
Lake Avenue	200 N/O San Pasqual	San Pasqual	Primary	1	2		NPA
Lake Avenue	California Blvd.	Oakwood Place	Primary	1	1	2 HR P 9-6	2 HR P 9-6
Lake Avenue	Oakwood Place	Arden Road	Primary	1	1	2 HR P 9-6	
Los Robles Avenue	Orange Grove Blvd.	Villa Street	Primary	2	2	NS 9-6	NS 9-6
Los Robles Avenue	120 N/O Villa Street	265 S/O Villa Street	Primary	2	2	NPA	
Los Robles Avenue	Villa Street	Maple Street	Primary	2	2	NSA	
Los Robles Avenue	265 S/O Villa Street	Union Street	Primary	2	2	2 HR P 9-6	
Los Robles Avenue	Corson	200 N/O Union Street	Primary	2	2		2 HR P 9-6

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Los Robles Avenue	200 N/O Union Street	Union Street	Primary	2	2		NPA
Los Robles Avenue	Union Street	145 N/O Colorado Blvd.	Primary	2	2		NPA
Los Robles Avenue	Union Street	Colorado Blvd.	Primary	2	2	1 HR P 9-4	
Los Robles Avenue	Union Street	Colorado Blvd.	Primary	2	2	NSA	
Los Robles Avenue	60 S/O Union Street	145 N/O Colorado Blvd.	Primary	2	2		1 HR P 9-4
Los Robles Avenue	145 N/O Colorado Blvd.	Colorado Blvd.	Primary	2	2		NPA
Los Robles Avenue	Colorado Blvd.	Green Street	Primary	2	2		NSA
Los Robles Avenue	Green Street	El Dorado Street	Primary	2	2	1 HR P 9-6	1 HR P 9-6
Los Robles Avenue	El Dorado Street	Cordova Street	Primary	2	2	NSA	2 HR P 9-6
Los Robles Avenue	Cordova Street	California Blvd.	Primary	2	2	2 HR P 9-6	2 HR P 9-6
Los Robles Avenue	70 S/O Colorado Blvd.	Green Street	Primary	2	2	NPA	
Los Robles Avenue	75 S/O Colorado Blvd.	Green Street	Primary	2	2	1 HR P 9-6	
Los Robles Avenue	N/O California Blvd.		Primary	2	2		NS 7-9
Los Robles Avenue	N/O California Blvd.		Primary	2	2		2 HR P 9-4
Los Robles Avenue	California Blvd.	Parker Alley	Primary	1	1		NSA
Los Robles Avenue	180 N/O Marengo Ave.	Marengo Avenue	Primary	1	1		NPA
Los Robles Avenue	260 N/O S. City Boundary	S. City Boundary	Primary	2	2	NPA	

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Oak Knoll Avenue	Walnut Street	Union Street	Primary	1	1	NPA	2 HR P 9-6
Oak Knoll Avenue	Union Street	Colorado Blvd.	Primary	1	1	1 HR P 9-6	1 HR P 9-6
Oak Knoll Avenue	Colorado Blvd.	Green Street	Primary	1	1	1 HR P 9-6	1 HR P 9-6
Oak Knoll Avenue	Green Street	Del Mar Blvd.	Primary	1	1	2 HR P 9-6	2 HR P 9-6
Oak Knoll Avenue	Del Mar Blvd.	380 S/O Del Mar Blvd.	Primary	1	1	NSA	
Oak Knoll Avenue	Del Mar Blvd.	500 S/O Del Mar Blvd.	Primary	1	1		2 HR P 9-6
Oak Knoll Avenue	1030 N/O California Blvd.	Cornell Road	Primary	1	1	2 HR P 9-6	
Oak Knoll Avenue	515 N/O California Blvd.	Cornell Road	Primary	1	1		2 HR P 9-6
Orange Grove Blvd.	Rosemead Blvd.	220 W/O Sierra Madre Villa Ave.	Primary	2	2	NPA	
Orange Grove Blvd.	Rosemead Blvd.	150 W/O Sierra Madre Villa Ave.	Primary	2	2		NPA
Orange Grove Blvd.	180 E/O Sierra Madre Blvd.	Sierra Madre Blvd.	Primary	2	2	NPA	
Orange Grove Blvd.	175 E/O Sierra Madre Blvd.	Sierra Madre Blvd.	Primary	2	2		NPA
Orange Grove Blvd.	115 W/O Sunnyslope Ave.	130 E/O Sunnyslope Ave.	Primary	2	2	NPA	NPA
Orange Grove Blvd.	805 E/O Altedana Dr.	Altadena Drive	Primary	2	2	NS 7-5 SD	
Orange Grove Blvd.	Wilson Avenue	175 W/O Wilson Avenue	Primary	2	2	NPA	
Orange Grove Blvd.	Wilson Avenue	125 W/O Wilson Ave.	Primary	2	2		NPA
Orange Grove Blvd.	195 W/O Wilson Avenue	Mentor Avenue	Primary	2	2	2 HR P 9-6	

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
Orange Grove Blvd.	125 W/O Wilson Avenue	Mentor Avenue	Primary	2	2		2 HR P 9-6
Orange Grove Blvd.	300 E/O Lake Avenue	155 W/O Lake Avenue	Primary	2	2	NPA	
Orange Grove Blvd.	270 E/O Lake Avenue	165 W/O Lake Avenue	Primary	2	2		NPA
Orange Grove Blvd.	145 E/O Los Robles Ave.	150 W/O Los Robles Ave.	Primary	2	2	NPA	
Orange Grove Blvd.	Los Robles Avenue	160 W/O Los Robles Ave.	Primary	2	2		NPA
Orange Grove Blvd.	160 E/O Marengo Ave.	150 W/O Marengo Ave.	Primary	2	2	NPA	
Orange Grove Blvd.	175 E/O Marengo Ave.	160 W/O Marengo Ave.	Primary	2	2		NPA
Orange Grove Blvd.	115 E/O Raymond Ave.	115 W/O Raymond Ave.	Primary	2	2	NPA	
Orange Grove Blvd.	115 E/O Raymond Ave.	130 W/O Raymond Ave.	Primary	2	2		NPA
Orange Grove Blvd.	150 E/O Fair Oaks Ave.	Fair Oaks Avenue	Primary	2	2	NPA	
Orange Grove Blvd.	110 E/O Fair Oaks Ave.	510 W/O Fair Oaks Ave.	Primary	2	2		NPA
Rosemead Blvd.	120 S/O Orange Grove Blvd.	Sierra Madre Villa Ave.	Primary	2	2	NPA	NPA
Rosemead Blvd.	Greenhill Road	Hastings Ranch Drive	Primary	2	2	NPA	
Rosemead Blvd.	Halstead Street	400 South	Primary	2	2		NPA
Rosemead Blvd.	200 W/O Hastings Ranch Dr.	Foothill Blvd.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	Nina Street	120 N/O Colorado Blvd.	Primary	2	2	2 HR P 9-6	

EXISTING SURFACE STREET PHYSICAL CHARACTERISTICS

Primary Street	West/South End of Segment	East/North End of Segment	Street Classification	Number of Lanes		Stopping & Parking Restrictions	
				EB/NB	WB/SB	Eastbound/ Northbound	Westbound/ Southbound
San Gabriel Blvd.	120 N/O Colorado Blvd.	Colorado Blvd.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	Colorado Blvd.	180 S/O Colorado Blvd.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	40 N/O Del Mar Blvd.	Del Mar Blvd.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	Del Mar Blvd.	170 S/O Del Mar Blvd.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	160 N/O San Pasqual St.	160 S/O San Pasqual St.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	170 N/O California Blvd.	California Blvd.	Primary	2	2	NPA	NPA
San Gabriel Blvd.	California Blvd.	L.A. County Line	Primary	2	2	NPA	NPA
Sierra Madre Blvd.	350 E/O Hastings Ranch Dr.	Hastings Ranch Drive	Primary	3	3		NSA
Sierra Madre Blvd.	Hastings Ranch Drive	100 W/O Hastings Ranch Dr.	Primary	3	3		NSA
Sierra Madre Blvd.	Sierra Madre Villa Ave.	W. Drwy. at Field School	Primary	3	3	NSA	NSA
Sierra Madre Blvd.	Wenger Alley	150 W/O Walnut Street	Primary	3	3		NPA
Sierra Madre Blvd.	Walnut Street	140 S/O Walnut Street	Primary	3	3		NPA
Sierra Madre Blvd.	Walnut Street	E/S Colorado Blvd.	Primary	3	3	2 HR P 9-6	
Sierra Madre Villa	140 N/O Orange Grove Blvd.	Orange Grove Blvd.	Primary	3	3		NPA

Appendix B

Established Speed Limits

Chapter 10.48

SPEED LIMITS¹¹

Sections:

- 10.48.010 State maximum decreased.
 10.48.020 Regulation by traffic signals.
 10.48.030 State minimum increased.

10.48.010 State maximum decreased.

It is determined upon the basis of an engineering and traffic investigation that the speed permitted by state law outside of business and residence districts as applicable upon the following streets is greater than is reasonable or safe under the conditions found to exist upon such streets and it is declared that the prima facie speed limit shall be as herein set forth on those streets or parts of streets herein designated when signs are erected giving notice thereof:

Name of Street or Portion Affected	Declared Prima Facie Speed Limit
/ Arroyo Boulevard from Westgate Street to Holly Street Bridge crossing	35 mph
/ Arroyo Boulevard from Holly Street Bridge crossing to Westminster Drive	25 mph
/ Arroyo Boulevard from Zanja Street to Foothill Freeway	40 mph
/ Avenue 64 from La Loma Road to the south city limits	35 mph
Canada Avenue from Lincoln Avenue to north city line	40 mph
Colorado Boulevard from west city boundary to Grand Avenue ...	35 mph
Cordova Street from Arroyo Parkway to Marengo Avenue ..	35 mph
Cordova Street from Euclid Avenue to Hill Avenue	35 mph
Corson Street from Pasadena Avenue to Sierra Madre Boulevard	35 mph

East Foothill Boulevard from Altadena Drive to east city line	35 mph
El Molino Avenue from Allendale Road to Old Mill Road	25 mph
Hastings Ranch Drive from Sierra Madre Boulevard to its southerly terminus	35 mph
Holly Street from Linda Vista Avenue to Orange Grove Boulevard	35 mph
Kewen Drive from Canon Drive to Hillcrest Avenue	15 mph
Kinneola Avenue from Del Mar Boulevard to city boundary south of Colorado Boulevard ..	30 mph
✓ Laguna Road from La Loma Road to San Rafael Bridge	30 mph
La Tierra Street from Sierra Madre Boulevard to Sunnyslope Avenue	35 mph
✓ Lida Street from west city boundary to Knollwood Drive .	30 mph
Los Robles Avenue from south city boundary to Allendale Road	35 mph
Maple Street from Walnut Street to Foothill Boulevard	35 mph
Marengo Avenue from Glenarm Street to Los Robles Avenue ...	35 mph
Michillinda Avenue from Foothill Boulevard north to the city limits	35 mph
Mountain Street from Lincoln Avenue to Fair Oaks Avenue ..	35 mph
New York Drive from Los Angeles County line (800 feet east of Altadena Drive) to Sierra Madre Villa Avenue	50 mph
New York Drive from Sierra Madre Villa Avenue to Sierra Madre Boulevard	35 mph
✓ Oak Grove Drive from city line at Arroyo Boulevard to north end	35 mph

Orange Grove Avenue from
Bellefontaine Street to south
city limits 35 mph
Pasadena Avenue from California
Boulevard to Walnut Street . . . 35 mph

Rosemead Boulevard from Foothill Boulevard to Hastings Ranch Drive	35 mph
Rosemead Boulevard from Hastings Ranch Drive to Sierra Madre Villa Avenue	40 mph
✓ Rosemont Avenue from Seco Street to Arroyo Boulevard (intersection south of Route 310 freeway)	35 mph
St. John Avenue from Del Mar Boulevard to Walnut Street ...	35 mph
✓ Salvia Canyon Road from Linda Vista Avenue to West Drive ...	35 mph
San Gabriel Boulevard from Colorado Boulevard to Maple Street	35 mph
San Gabriel Boulevard from Walnut Street to Sierra Madre Boulevard	35 mph
✓ Seco Street from West Drive to Lincoln Avenue	35 mph
/ Seco Street from West Drive to Linda Vista Avenue	35 mph
Shoppers Lane from San Pasqual Street to north end	15 mph
Sierra Madre Boulevard from Eaton Drive to the east city line	40 mph
Sierra Madre Boulevard from the south city line to Eaton Drive .	35 mph
Sierra Madre Villa Avenue from Fairpoint Street to New York Drive	35 mph
Sierra Madre Villa Avenue from Sierra Madre Boulevard to south city line	35 mph
Walnut Street from Halstead Street to Rosemead Boulevard	40 mph
(Ord. 6088 § 1, 1985; Ord. 5446 § 1, 1979; Ord. 5414 § 1, 1979; Ord. 5366 § 1, 1978; Ord. 5342 § 1, 1977; Ord. 5238 § 1, 1975; Ord. 5225 § 1(a), (b), 1975; Ord. 5180 § 27, 1974; Ord. 4926 § 1, 1969; Ord. 4839 § 1, 1967; Ord. 4659 § 1, 1964; Ord. 4605 § 1, 1962; Ord. 4573 § 1, 1962; Ord. 4515 § 1,	

1960; Ord. 4510 § 1, 1959; Ord. 4488 § 1, 1959;
Ord. 4285 § 1, 1953; Ord. 4269 § 1, 1952; Ord.
4253 § 1, 1952; Ord. 4205 § 1, 1951; Ord. 4202 § 1,
1951; Ord. 4143 § 1 (12.01), 1950)

10.48.020 Regulation by traffic signals.

The city manager is authorized to regulate the timing of traffic signals so as to permit the movement of traffic in an orderly and safe manner at speeds slightly at variance from the speeds otherwise applicable within the district or at intersections, and shall erect appropriate signs giving notice thereof. (Ord. 4143 § 1 (12.02), 1950)

10.48.030 State minimum increased.

It is determined upon the basis of an engineering and traffic investigation that the orderly movement of vehicular traffic would be facilitated in a reasonable and safe manner by increasing the state prima facie speed limit under the conditions found to exist upon the following streets and it is declared that the prima facie speed limit shall be as herein set forth on those streets or parts of streets herein designated when signs are erected giving notice thereof:

Name of Street or Portion Affected	Declared Prima Facie Speed Limit
✓ Allen Avenue from Villa Street to the south city line	30 mph
✓ Allen Avenue from Villa Street to Washington Boulevard	35 mph
✓ Altadena Drive from Foothill Boulevard to the north city line	35 mph
✓ Altadena Drive from Del Mar Boulevard to Foothill Boulevard	30 mph
✓ Avenue 64 from Colorado Boulevard to La Loma Road ..	35 mph
✓ Arroyo Boulevard from Westgate Street to Zanja Street	35 mph
✓ California Boulevard from Arroyo Boulevard to Hill Avenue	30 mph

California Boulevard from Hill Avenue to east city limits west of Allen Avenue	35 mph	Hill Avenue from Washington Boulevard to north city line . . .	30 mph
California Boulevard from San Gabriel Boulevard to east city limits	35 mph	Lake Avenue from Arden Road to California Boulevard	30 mph
Colorado Boulevard from San Gabriel Boulevard to east city line	35 mph	Lake Avenue from north city line to Maple Street	35 mph
Colorado Boulevard from Wilson Avenue to San Gabriel Boulevard	30 mph	✓ Lincoln Avenue from Maple Street to Mountain Street/Seco Street	30 mph
✓ Columbia Street from Orange Grove Boulevard to Fair Oaks Avenue	30 mph	✓ Lincoln Avenue from Mountain Street/Seco Street to north city line	35 mph
Cordova Street from Marengo Avenue to Euclid Avenue	35 mph	Los Robles Avenue from Woodbury Road to Maple Street	35 mph
Del Mar Boulevard from Arroyo Parkway to the east city line . . .	35 mph	Los Robles Avenue from Maple Street to Del Mar Boulevard . .	30 mph
Del Mar Boulevard from Arroyo Parkway to Orange Grove Boulevard	30 mph	Los Robles Avenue from Del Mar Boulevard to Allendale Road . .	35 mph
El Molino Avenue from north city line to Colorado Boulevard . . .	30 mph	Marengo Avenue from Del Mar Boulevard to Glenarm Street . .	35 mph
Fair Oaks Avenue from Mountain Street to Green Street 30 mph . .		Marengo Avenue from Orange Grove Boulevard to Walnut Street	35 mph
Fair Oaks Avenue from Green Street to south city line	35 mph	Marengo Avenue from Orange Grove Boulevard to Washington Boulevard	30 mph
Fair Oaks Avenue from Mountain Street to the north city line	35 mph	Mountain Street from Hill Avenue to Altadena Drive	30 mph
Fair Oaks Avenue from Washington Boulevard to the north city limits	35 mph	Oak Knoll Avenue from Alpine Street to Old Mill Road	30 mph
Foothill Boulevard from Greenwood Avenue to east city line	35 mph	Orange Grove Boulevard from Bellefontaine Street to Wilson Avenue	35 mph
Glenarm Street from Arroyo Parkway to El Molino Avenue . .	35 mph	Orange Grove Boulevard from Wilson Avenue to Sierra Madre Villa Avenue	40 mph
Green Street from Orange Grove Boulevard to Hill Avenue	30 mph	Paloma Street from Hill Avenue to Sierra Madre Villa Avenue	30 mph
Hill Avenue from California Boulevard to Walnut Street . . .	30 mph	✓ Pasadena Avenue from California Boulevard to Columbia Street .	30 mph
Hill Avenue from Walnut Street to Washington Boulevard	35 mph	✓ Raymond Avenue from Glenarm Street to California Boulevard .	35 mph
		✓ Raymond Avenue from Green Street to California Boulevard .	30 mph

✓ Raymond Avenue from Orange Grove Boulevard to north city limits	35 mph
St. John Avenue from California Boulevard to Pasadena Avenue	30 mph
San Gabriel Boulevard from the south city line to Walnut Street	35 mph
San Pasqual Street from Hill Avenue to Allen Avenue	30 mph
San Pasqual Street from Allen Avenue to east city limits	35 mph
San Pasqual Street from San Gabriel Boulevard to east city limits	35 mph
Union Street from Garfield Avenue to Wilson Avenue	30 mph
Villa Street from Allen Avenue to North Altadena Drive	35 mph
Villa Street from Fair Oaks Avenue to Allen Avenue	30 mph
Walnut Street from Orange Grove Boulevard to Greenwood Avenue	30 mph
Washington Boulevard from Catalina Avenue to Allen Avenue	35 mph
Washington Boulevard from Lincoln Avenue to El Molino Avenue	35 mph
Washington Boulevard from Arroyo Boulevard to Lincoln Avenue	30 mph
Washington Boulevard from El Molino Avenue to Catalina Avenue	30 mph
Woodbury Road (southerly portion) from north city line, 200 feet west of Los Robles Avenue, to Lake Avenue	30 mph

(Ord. 6088 §§ 2, 3, 1985; Ord. 5448 § 1, 1979; Ord. 5446 § 2, 1979; Ord. 5404 § 1, 1978; Ord. 5342 § 2, 1977; Ord. 5264 § 1, 1976; Ord. 5225 § 2(a), (b), 1975; Ord. 5180 § 28, 1974; Ord. 5093 (part), 1972; Ord. 4926 § 2, 1969; Ord. 4850 § 1, 1967; Ord. 4735 § 1, 1965; Ord. 4568 § 1, 1961; Ord.

4535 § 1, 1960; Ord. 4527 § 1, 1960; Ord. 4513 § 1, 1959; Ord. 4488 § 2, 1959; Ord. 4486 § 1, 1959; Ord. 4470 § 1, 1958; Ord. 4453 § 1, 1958; Ord. 4446 § 1, 1958; Ord. 4445 § 1, 1957; Ord. 4438 § 1, 1957; Ord. 4433 § 1, 1957; Ord. 4394 § 1, 1956; Ord. 4386 § 1, 1956; Ord. 4379 § 1, 1956; Ord. 4342 § 1, 1954; Ord. 4143 § 1 (12.03), 1950)

Chapter 10.52

TRUCK ROUTES¹²

Sections:

10.52.010 Designation authority.

10.52.020 Applicability.

10.52.030 Street use limitation.

10.52.040 Freeway use limitations.

10.52.010 Designation authority.

Whenever any ordinance or resolution of this city designates and describes any street or portion thereof as a street, the use of which is permitted by any vehicle exceeding a maximum gross weight limit of 3 tons, the city manager is authorized to designate such street or streets by appropriate signs as "Truck Route" for the movement of vehicles exceeding a maximum gross weight limit of 3 tons. (Ord. 4143 § 1 (10.01)(a), 1950)

10.52.020 Applicability.

The provisions of this section shall not apply to passenger buses or vehicles under the jurisdiction of the Public Utilities Commission of the state of California, nor to vehicles licensed under Ordinance No. 4130, codified at Chapter 5.72, nor to school buses, nor to buses transporting persons engaged in any type of authorized school activity; provided, however, that permits shall be obtained from the city manager of the city approving the routes to be traveled by vehicles licensed under Ordinance No. 4130, school buses and by buses transporting persons engaged in any type of authorized school activity. (Ord. 4444 § 1, 1957; Ord. 4143 § 1 (10.01)(b), 1950)

Appendix C
Speed Hump Policies and Procedures

POLICIES FOR THE INSTALLATION OF SPEED HUMPS
(Amended 11/25/85)

Speed humps are an appropriate mechanism for reducing speeds on certain streets in Pasadena when properly installed under the right circumstances.

Speed humps can be considered for installation when the benefits normally derived by residents from a local residential street are significantly diminished by the speed of traffic (even though there have been few or no reported accidents) as evidence by a substantial majority of the abutting residents signing a petition for the installation of speed humps.

Speed humps should only be used on local residential streets (i.e., streets where the primary function is to provide access to abutting residences). Experience has shown that the average motorist reduces speed to approximately 16 MPH to traverse a 3-inch speed hump. It would not be realistic to expect motorists on streets intended to serve more than just abutting residents to reduce speeds to 16 MPH every 300 feet or so. Such installations would inevitably lead to extreme driver frustration and substantial negative public reaction to the concept of using speed humps for speed control, even at locations where they are clearly appropriate. Installation of speed humps on streets other than local residential streets could have potentially severe traffic safety consequences, almost certainly affect emergency services and other service delivery activities, and likely create the diversion of large amounts of through traffic onto local residential streets which were not intended for that purpose.

The majority of street mileage in Pasadena can clearly be classified as local residential streets. However, speed humps will not normally be considered for streets which are classified as collector streets or higher in the City's General Plan or which are determined to provide a transportation service to the community beyond that of simply providing access to the immediately abutting residents. There are no absolute criteria that clearly distinguishes a purely local residential street from other relatively low-volume streets that provide important services to residents in addition to those immediately abutting the street in question. However, streets carrying less than 1,000 vehicles per day are almost always local residential street and streets carrying over 3,000 vehicles per day almost always provide important services to the larger community. In the final analysis, the suitability of a particular street for the installation of speed humps will have to be determined on a case-by-case basis.

Speed humps should be installed on logical segments of local residential streets. They will not normally be installed in isolated blocks along a continuous street or on relatively short (less than 800 feet) cul-de-sac streets. A substantial majority of

residents on logical continuous segments of a local residential street must support the installation of speed humps. Logical segments are considered to be segments between arterial streets or between natural discontinuities such as jogs in the street. The cost of installing speed humps on relatively short cul-de-sac streets cannot normally be justified.

5. Streets eligible for the installation of speed humps shall have a speed limit of 25 MPH as determined in accordance with State Law. The need to reduce speed substantially at speed humps would not make these devices appropriate for streets posted higher than 25 MPH because of the severe speed differential such as installation would create along the street. Severe differentials between the speed of vehicles on a street are known to contribute to traffic accidents.
6. The street shall be no more than one lane in each direction.
7. The street should not be a truck route or a transit route.
8. The street should not have grades greater than 5%. Proposed policies 5, 6, 7, and 8 are identical to recommendations made by the California Traffic Control devices Committee on Pavement Undulations and are based on the best information currently available.
9. Speed humps will only be considered for installation on local residential streets determined by the Public Works Department to have adequate vertical and horizontal alignment and sight distances to safely accommodate the installation of speed humps.
10. The street should not be an important access route for emergency vehicles. Factors to be considered are:
 - (a) Whether the street is a primary route for emergency vehicles;
 - (b) Whether the installation of speed humps could cause a significant delay in the response to emergencies.
11. Speed humps are still experimental roadway features; therefore, additions, alterations, or removal of any or all speed humps may occur at any time.

Adopted by Pasadena Board of Directors, January 10, 1984.
Amended by Pasadena Board of Directors, November 12, 1985.

PROCEDURES FOR THE INSTALLATION OF SPEED HUMPS FY 1989-90
(Amended 2/14/89)

1. The Board's adopted policies and procedures for the installation of speed humps will be made available to all interested parties.
2. A representative of a local residential street who believes the residents on his street will support the installation of speed humps will submit a request in writing to the Traffic and Transportation Engineering Section which will consult with the Police and Fire Departments in making a determination of whether the street in question is eligible for further consideration for the installation of speed humps (i.e., the street is consistent with the Board's policies for the installation of speed humps).

Upon determination that a street is not eligible for speed humps, the representative(s) of the street will be notified in writing giving the reason why the street is not eligible. The representative(s) of the street will be given 15 days to appeal the decision in writing to the Traffic and Transportation Engineer. A report of those streets determined to be ineligible will be sent to the City Manager for distribution to the Board. Staff will review the original determination of streets which are appealed. If staff concludes their original decision is still valid, staff will present the appeal to the Board of Directors for final determination if representatives of the street wish the matter to be referred to the Board.

3. Upon determination that a street is eligible for further consideration, the representative of the street will be advised to submit a petition (forms provided by the City) from the abutting property owners or residents indicating that a clear majority (65% or more) support the installation of speed humps on their street. The petition forms provided by the City will state: If there is subsequently a desire by residents to remove the speed humps, the humps will only be considered for removal after receipt of a petition from a substantial majority (65% or more) asking for the removal along with sufficient funds for the removal up to \$700 per hump.

The sponsor of the petition is required to contact every resident of the abutting properties on the subject street. If a resident is against the speed humps, the word "OPPOSED" will be noted on the petition signature space. If the sponsor is unable to contact a resident,

"NO CONTACT" will be noted on the petition signature space with the days and times that contact was attempted. It is required that the sponsor make at least two attempts on separate days to contact a resident.

Any petitions submitted prior to eligibility determination by City staff will not be processed ahead of schedule and shall be subject to rejection if all required information on the installation of speed humps is not included thereon.

4. To be considered for the program, petitions must be received by the Traffic and Transportation Engineering Section by _____.

Upon verification of the petition, staff will make very reasonable effort to notify the surrounding area of the proposal for speed humps on a particular street. Such notification may include information in City publications (IN FOCUS), and neighborhood newsletters, when available, and in some instances, special signs posted on the street. If there is substantial opposition to the installation of speed humps by people who travel the street on a regular basis the Traffic and Transportation Engineer will consult with the various parties and attempt to reach consensus. If agreement cannot be reached on a particular street, the matter will be referred to the Board of Directors for final determination.

5. Upon verification of the petition, the Traffic and Transportation Engineering Section will make traffic speed and volume measurements and review the traffic accident history for the street in question. In addition, the Traffic and Transportation Engineering Section will submit the list of requests to the Police and Fire Departments for their comments.
6. In the event the number of requests for speed humps exceeds the funds available, the Traffic and Transportation Engineering Section will rank the requests in a recommended order of priority and submit these recommendations to the Board of Directors for approval. The priority list recommended for approval will be based on traffic accidents, speeds, traffic volumes, and comments of the Police and Fire Departments. The Traffic and Transportation Engineer will set forth the basis for the recommended priorities in a report accompanying the priority list.

Unless there is an overriding consideration such as high incidence of speed-related accidents (a rare condition on most local residential streets), priorities will normally be established by multiplying the percentage of motorists

exceeding 25 MPH by the 24-hour traffic volume of the street in question. A street yielding the highest numerical value resulting from the above computation will be considered to have the highest priority for speed humps. Depending upon the number of petitions received and the types of streets involved, it is possible that a "cut-off speed" (perhaps an 85th percentile speed of 30 MPH) will be established below which streets will not be considered for the program.

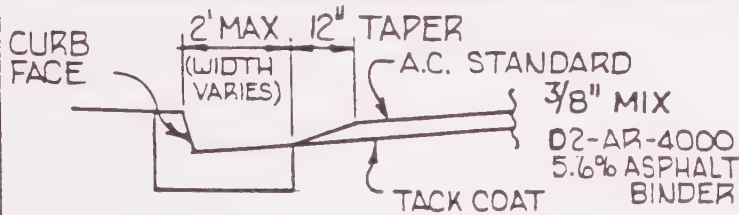
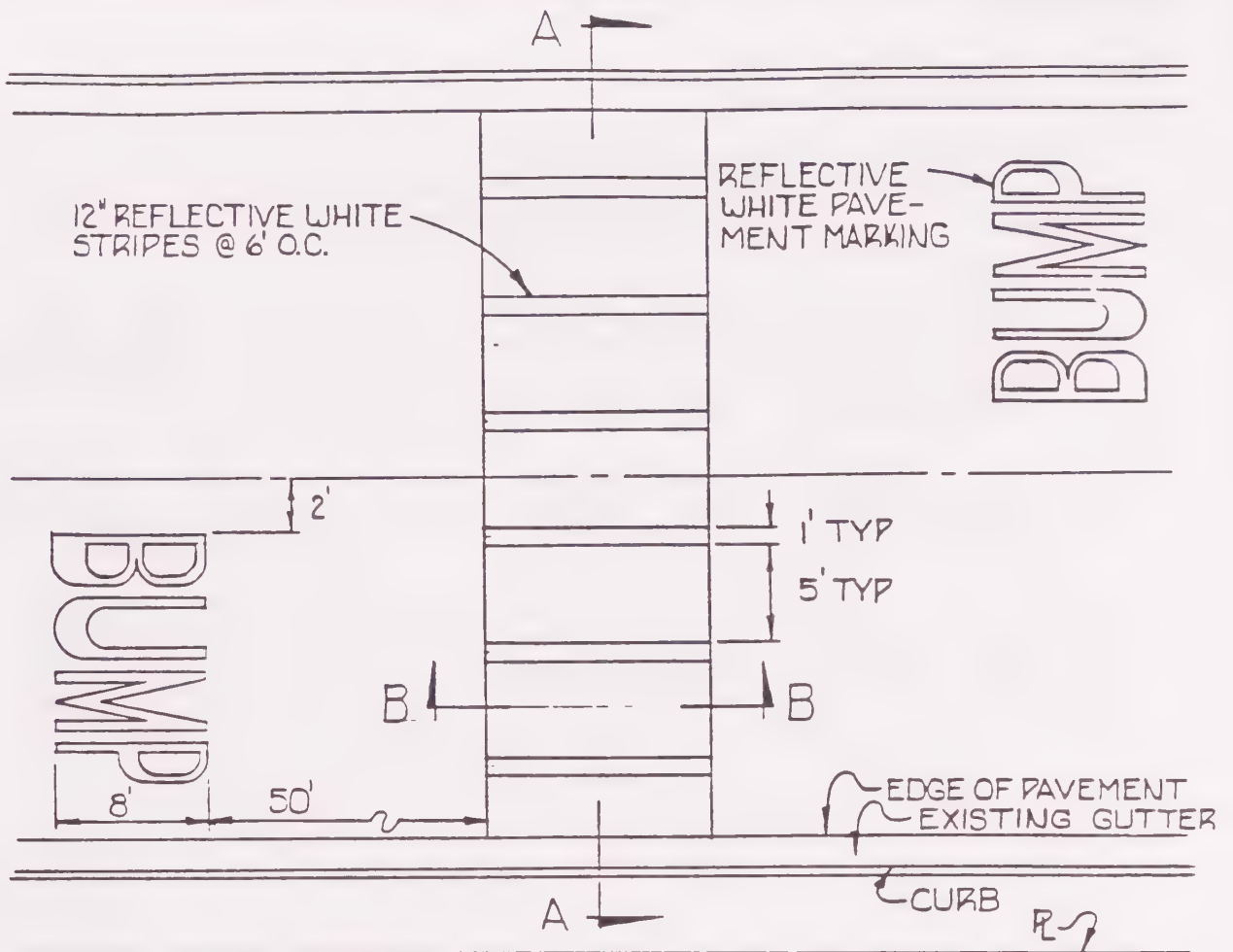
7. The physical installation of speed humps and the associated traffic control devices shall conform to design standards established by the Public Works and Transportation Department.

Adopted by Pasadena Board of Directions, January 10, 1984.

Amended by Pasadena Board of Directors, March 30, 1987.

Amended by Pasadena Board of Directors, February 14, 1989.

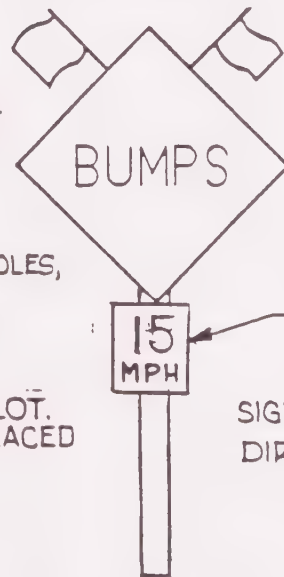
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SECTION A-A

- INSTALLATION DETAILS -

- 1) SPEED HUMPS SHALL NOT BE PLACED OVER MANHOLES, WATERGATES, JUNCTION CHAMBERS, ETC.
- 2) EDGE OF SPEED HUMP SHALL BE 5 FEET MINIMUM FROM EDGE OF DRIVEWAY.
- 3) WHENEVER POSSIBLE SPEED HUMPS SHALL BE PLACED AT PROPERTY LINES INSTEAD OF MID-LOT.
- 4) WHENEVER POSSIBLE SPEED HUMPS SHALL BE PLACED ADJACENT TO STREET LIGHTS.

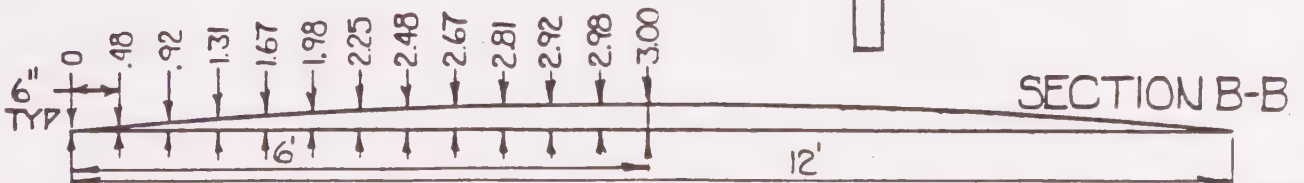


WARNING FLAGS (FIRST WEEK)

30" X 30" W37R
WARNING SIGN
BLACK ON
YELLOW
6" SERIES "E"
LETTERS

W6 (15) SIGN

SIGN LOCATIONS: AS
DIRECTED BY ENGINEER.



CITY OF PASADENA - PUBLIC WORKS DEPT. - TRAFFIC DIVISION

DRAWN: S. FABBRO

CHECKED: M. MILLER

APPROVED: *[Signature]*

DATE: 8/8/84

STANDARD 3"
SPEED HUMP

SCALE: NA

DRAWING NO.

T-454

Appendix D
Fixed-Route Transit - General Route Information

Appendix D

PASADENA AREA TRANSIT SERVICE - GENERAL ROUTE INFORMATION

Operator	Line #	Service Type	Route Name	Dir	Origin	Destination	Streets in City of Pasadena
<u>SCRTD</u>	177	Local	Glendale-La Canada-Pasadena-Monrovia-Duarte	E/W	Duarte City of Hope	Glendale	Linda Vista Ave., Seco St., Lincoln Ave., Orange Grove Blvd., California Blvd., Hill Ave., Foothill Blvd., Oak Grove Dr.
<u>SCRTD</u>	180	Local	Hollywood-Glendale-Pasadena-Altadena via North Lake Ave.	E/W	Altadena	Hollywood	Colorado Blvd., Lake Ave., San Rafael Ave.
	181	Local	Hollywood-Glendale-Pasadena-S. Lake Ave. via Yosemite Dr.	E/W	Pasadena/Cal Tech	Hollywood	San Rafael Ave., Colorado Blvd., Lake Ave., San Pasqual St., Wilson Ave., California Blvd.
<u>SCRTD</u>	187	Local	Pasadena-Pomona via Foothill Blvd.	E/W	Pasadena	Pomona	Colorado Blvd., Walnut St., Fair Oaks Ave., Raymond Ave.
<u>SCRTD</u>	188	Local	N. Fair Oaks Ave.-Colorado Blvd.-Duarte Rd.	E/W	Altadena	Duarte	Fair Oaks Ave., Colorado Blvd., Rosemead Blvd., Foothill Blvd.
<u>SCRTD</u>	256	Local	Eastern Ave.-Ave. 64-N. Hill Ave.	N/S	Altadena	Commerce	Hill Ave., Colorado Blvd., Fair Oaks Ave., Arroyo Blvd., California Blvd., Ave. 64, La Loma Rd.
<u>SCRTD</u>	260	Local	Long Beach-Pasadena-Altadena via Atlantic Blvd.	N/S	Altadena	Long Beach-Wardlow Blue Line Station	Los Robles Ave., Woodbury Rd.
<u>SCRTD</u>	264	Local	Altadena Dr-San Gabriel Blvd-Montebello Town Center	N/S	Altadena	Montebello Town Center	Altadena Dr., Sierra Madre Blvd.

PASADENA AREA TRANSIT SERVICE - GENERAL ROUTE INFORMATION (Cont'd.)

Operator	Line #	Service Type	Route Name	Dir	Origin	Destination	Streets in City of Pasadena
<u>SCRTD</u>	266	Local	Rosemead Blvd-Lakewood Blvd	N/S	Pasadena	Long Beach V.A. Hospital	Foothill Blvd., Hastings Ranch Dr., Sears Way, Rosemead Blvd., Michilinda Ave.
<u>SCRTD</u>	267	Local	Temple City Blvd-Del Mar Blvd-Lincoln Ave.	N/S	Altadena	El Monte Station	Lincoln Ave., Orange Grove Blvd., Walnut St., Los Robles Ave., Del Mar Blvd.
<u>SCRTD</u>	268	Local	Baldwin Ave-Washington Blvd service to J.P.L.	N/S	J.P.L.	El Monte	Montana St., Casitas Ave., Washington Blvd., Altadena Dr., Orange Grove Blvd., Lincoln Ave., Foothill Blvd., Rosemead Blvd., Oak Grove Blvd.
<u>SCRTD</u>	401	Express	Los Angeles-Pasadena	N/S	Altadena	Downtown LA	Colorado Blvd., Los Robles Ave., Cordova St., Arroyo Parkway, Pasadena Fwy., Allen Ave.
	402	Express	Pasadena Park-Ride	N/S	Pasadena	Downtown LA	Walnut St., Pasadena Ave., Fair Oaks Ave., Colorado Blvd., Los Robles Ave., Cordova St., Arroyo Parkway, Pasadena Fwy.
<u>SCRTD</u>	483	Express	Los Angeles-Altadena via Fair Oaks Ave	N/S	Altadena	Downtown LA	Fair Oaks Ave.
	485	Express	Los Angeles-Altadena via Lake Ave	N/S	Altadena	Downtown LA	Oak Knoll Ave., Oak Knoll Cir., Lake Ave.
<u>SCRTD</u>	487	Express	Los Angeles-San Gabriel-Sierra Madre	E/W	Pasadena	Wilshire Blvd. & Union Ave.	Sierra Madre Blvd., San Gabriel Blvd.
	489	Express	Los Angeles-Rosemead Blvd.-Hastings Ranch Dr.	E/W	Pasadena	Wilshire Blvd. & Union Ave.	Hastings Ranch Dr., Algeria Ave., Sierra Madre Blvd., Michilinda Ave.

PASADENA AREA TRANSIT SERVICE - GENERAL ROUTE INFORMATION (Cont'd.)

Operator	Line #	Service Type	Route Name	Dir	Origin	Destination	Streets in City of Pasadena
<u>FOOTHILL TRANSIT</u>	187	Local	Pasadena-Pomona via Foothill Boulevard	E/W	Pomona	Pasadena	Colorado Blvd., Fair Oaks Ave., Walnut St.
	690	Express	Claremont/210 Fwy Express Service to Downtown Pasadena	E/W	Claremont	Pasadena	210 Fwy., Lake Ave., Union St., Fair Oaks Ave., Walnut St.
<u>LADOT</u> (Proposed)	500	Express	Encino-Pasadena	E/W	Encino	Pasadena	Colorado Blvd., Fair Oaks Ave., Walnut St., Los Robles Ave., Villa St., Lake Ave., Maple St.

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Source: SCRTD, LADOT, Foothill Transit Route Schedules and Bus Guides

Appendix E
Fixed-Route Transit - Service Levels

Appendix E

PASADENA AREA TRANSIT SERVICE -- HEADWAYS AND SERVICE LEVELS

Line	Name	Origin	Destination	Dir	AM Peak 6:30-8:30 AM	PM Peak 3:00-6:00 PM	Midday 8:30 AM-3:00 PM	Night 6:00 PM- 6:30 AM
					Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)
SCRTD								
177	Glendale, La Canada, Pasadena, Arcadia, Monrovia, Duarte	Glendale	Duarte	EB	18	30	55	32
				WB	26	30	59	60
180	Hollywood, Glendale, Pasadena, Altadena	Altadena	Hollywood	WB	24	19-27	24	29-66
				EB	10-20	21	20-26	16-53
181	Hollywood, Glendale, Pasadena, Altadena	Altadena	Hollywood	EB	18-25	20-24	20-30	17-29
				WB	22	23	24	35-63
187	Pasadena-Pomona	Pasadena	Pomona	EB	30	17-30	30	55
				WB	25	15-33	33	30-60
188	N. Fair Oaks Ave.- Colorado Blvd.- Duarte Rd.	Altadena	Duarte	EB	15-38	7-30	19-36	36-60
				WB	32	25-30	30	51-66
256	Eastern Ave., Ave. 64, N. Hill St.	Altadena	Commerce	SB	25-30	15-40	40	50-60
				NB	30	40	40	60

PASADENA AREA TRANSIT SERVICE -- HEADWAYS AND SERVICE LEVELS

Line	Name	Origin	Destination	Dir	AM Peak 6:30-8:30 AM	PM Peak 3:00-6:00 PM	Midday 8:30 AM-3:00 PM	Night 6:00 PM- 6:30 AM
					Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)
SCRTD								
260	Long Beach, Pasadena, Altadena	Altadena	Long Beach	SB	3-17	14-32	11-20	25-60
				NB	10-15	12-20	20	22-60
264	Altadena Dr., San Gabriel Blvd., Montebello Town Center	Altadena	Montebello	SB	6-40	39-60	60	60
				NB	58	26-60	60	60
266	Rosemead Blvd., Lakewood Blvd.	Pasadena	Long Beach	SB	30	26-31	13-60	32-60
				NB	30-35	30	30	41-60
267	Temple City Blvd., Del Mar Blvd., Lincoln Ave.	Altadena	El Monte	EB	15-32	14-40	30	25-60
				W B	8-35	21-37	17-33	30-60
268	Baldwin Ave., Washington Blvd., Service to J.P.L.	El Monte	J.P.L.	EB	6-35	3-45	40-36	34-60
				W B	8-27	4-400	5-48	45-60
401	Los Angeles - Pasadena	Altadena	Downtown	SB	7-18	16-25	15-30	7-60
				NB	12-15	6-26	20-30	11-60

PASADENA AREA TRANSIT SERVICE -- HEADWAYS AND SERVICE LEVELS

Line	Name	Origin	Destination	Dir	AM Peak 6:30-8:30 AM	PM Peak 3:00-6:00 PM	Midday 8:30 AM-3:00 PM	Night 6:00 PM- 6:30 AM
					Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)
SCRTD								
402	Pasadena Park-Ride	Altadena	Downtown	SB	16-43		---	
				NB				
483	Los Angeles-Altadena via Fair Oaks Ave.	Altadena	Los Angeles	NB	10-30	28-32	30	25-60
				SB	18-24	28-33	30	26-60
485	Los Angeles-Altadena via Lake Ave.	Altadena	Los Angeles	NB	27-35	23-30	30	26-75
				SB	16-32	28-32	30	23-75
487	Los Angeles-San Gabriel-Sierra Madre	Sierra Madre	Downtown	EB	4-36	16-39	25-60	10-60
				WB	5-28	26-31	13-60	32-60

PASADENA AREA TRANSIT SERVICE -- HEADWAYS AND SERVICE LEVELS

Line	Name	Origin	Destination	Dir	AM Peak 6:30-8:30 AM	PM Peak 3:00-6:00 PM	Midday 8:30 AM-3:00 PM	Night 6:00 PM- 6:30 AM
					Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)	Typ. Freq. (min)
FOOTHILL								
187	Pasadena-Pomona via Foothill Boulevard	Pomona	Pasadena	EB	25-35	18-30	23-35	--
				WB	25	15-34	25-31	--
690	Claremont-210 Freeway- Pasadena	Claremont	Pasadena	EB	---	10-20	---	10
				WB	10-20	---	0	---
LADOT (Proposed)								
500	Encino-Pasadena	Claremont	Pasadena	EB	22-23	22-23	20-21 [*]	17-20
				WB	20-21	20-21	0	20-22

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*Three buses on 20 minute average headways between 8:31 and 9:16 a.m.

Source: SCRTD, LADOT, Foothill Transit Route Schedules and Bus Guides

Appendix F
Fixed-Route Transit - Ridership Figures

Appendix F - RIDERSHIP ON STUDY AREA BUS LINES

Operator	Line #	Line Description	Total Weekday Boardings*
SCRTD	177	Glendale-Duarte	1,950
	180	Hollywood-Pasadena/Altadena	(16,074
	181	Hollywood-Pasadena/Altadena	
	187	Pasadena-Pomona	4,400
	188	Pasadena/Altadena-Duarte	3,808
	256	Pasadena-Commerce	3,473
	260	Pasadena/Altadena-Long Beach	13,951
	264	Altadena/Pasadena-Montebello	937
	266	Pasadena-Long Beach	4,802
	267	Altadena/Pasadena-El Monte	2,671
	268	JPL/Altadena-El Monte	2,727
	401	Los Angeles-Pasadena	(3,980
	402	Pasadena Park/Ride	
	483	Los Angeles-Pasadena/Altadena	(6,437
	485	Los Angeles-Pasadena/Altadena	
	487	Los Angeles-Pasadena/Sierra Madre	(4,537
	489	Los Angeles-Pasadena	
FOOTHILL TRANSIT	690	Pasadena-C Claremont	85

290104x0:\TABLES.RPT\Appendix.F\zhm

* "Total weekday boardings" are shown for each bus line, including boardings within Pasadena and outside the City of Pasadena.

Source: SCRTD Planning Department, Foothill Transit

Appendix G
Demand Management Program Requirements

Appendix G

Demand Management Program Requirements

Project Size

The TRO requires that specific sizes and types of development will have a transportation demand management plan in place. The ordinance calls for developments expected to have 100+ employees working on site ("minor developments") to provide transportation demand management programs. The TRO defines precisely the development square footage and land use types that trigger TRO requirements. If actual employee projections are available, they can be used instead.

Minor development project size, defined by the TRO, is equal to or greater than: 25,000 s.f. for business/professional offices; 40,000 s.f. hospital and medical/dental; 50,000 s.f. for commercial uses; 50,000 s.f. for industrial uses; and 100,000 s.f. for warehousing and storage uses.

The TRO requires more comprehensive demand management plans for developments expected to accommodate 500+ employees ("major developments"). The TRO defines the size and type of development expected to have 500+ employees as well.

Major development project size defined by the TRO is equal to or greater than: 125,000 s.f. for business/professional offices; 200,000 s.f. for hospital and medical/dental; 250,000 s.f. for commercial uses; 250,000 s.f. for industrial uses; and 500,000 s.f. for warehousing and storage uses.

TRO-Required Plans

Minor developments must:

- reserve and designate at least 10% of employee parking for preferential carpool spaces;
- depending on land use type, maintain a certain percentage of visitor/disabled/executive parking;
- maintain a commuter matching service in conjunction with Commuter Computer;
- provide specific types of bicycle parking, at least 3 bicycles per 200 employees;
- provide trip reduction information boards/signage within employee or tenant parking facilities.

Major Developments, in addition to the above requirements, must:

- provide carpool and vanpool loading areas, equivalent in area to 1% of the required parking;
- provide bus stop improvements including bus pads, bus pullouts, right of way for shelters, as required by City Engineer;
- provide vanpool vehicle accessibility ensured in parking areas, including vertical clearance and parking spaces in preferential locations for vanpools;
- submit a TSM Program which may include, but is not limited to: private vanpool operation, transit/vanpool fare subsidy, pay parking for employees, provision of subscription bus service, alternative work hours, capital transit improvements, reduction of parking fees for ridesharers, bikeway linkages, and an on-site employee transportation coordinator. The TSM program is anticipated to involve an ongoing financial and management/monitoring effort.

Parking Reductions

Developers are eligible under the TRO to apply for a Conditional Use Permit to reduce code required parking in exchange for an expanded demand management program. The TRO allows an 8% reduction if an Employee Transportation Coordinator meeting TRO requirements for training and job description works on-site.

A development may reduce parking an additional 11% in exchange for a TSM program subject to the approval of the Transportation Engineer. Each plan is individually considered for its feasibility for purposes of parking reduction.

Appendix H
City Employee Ridesharing Program

Appendix H

City Employee Ridesharing Program

Solo Driver - A solo driver will be charged \$35 in parking fees each month.

Two-Person Carpool - Two person carpools will not be charged for parking, and each participant will receive a "Commuter Cash" subsidy of \$10.60 per month. The carpool will receive preferential parking where available and ridematching services. Participants will be required to carpool 3 days per week to qualify for these benefits.

Three-Person Carpool - Three-person carpools will not be charged for parking, and each participant will receive a "Commuter Cash" benefit of \$20.60 per month. The carpool will receive preferential parking where available and ridematching services. Carpools must operate at least three days a week to qualify for benefits.

Bicyclist - Bicyclists who travel at least three days a week will receive a "Commuter Cash" benefit of \$20.60 per month, and will receive free shower and locker use at Civic Center YWCA.

Transit Rider - Transit riders using this mode three days a week or more will receive a free bus pass or tickets up to a \$42 value per month. Assistance with transit route planning will be available.

Vanpooler - Vanpoolers who travel using this mode at least three days a week will receive "Commuter Cash" in the amount of \$20.60 per month. Vanpools will receive preferential parking and vanpool matching assistance.

Walker - Commuters who walk at least three days per week will receive a "Commuter Cash" benefit of \$20.60.

The most current ridesharing statistics (1st Quarter, 1991) for City of Pasadena employees are as follows:

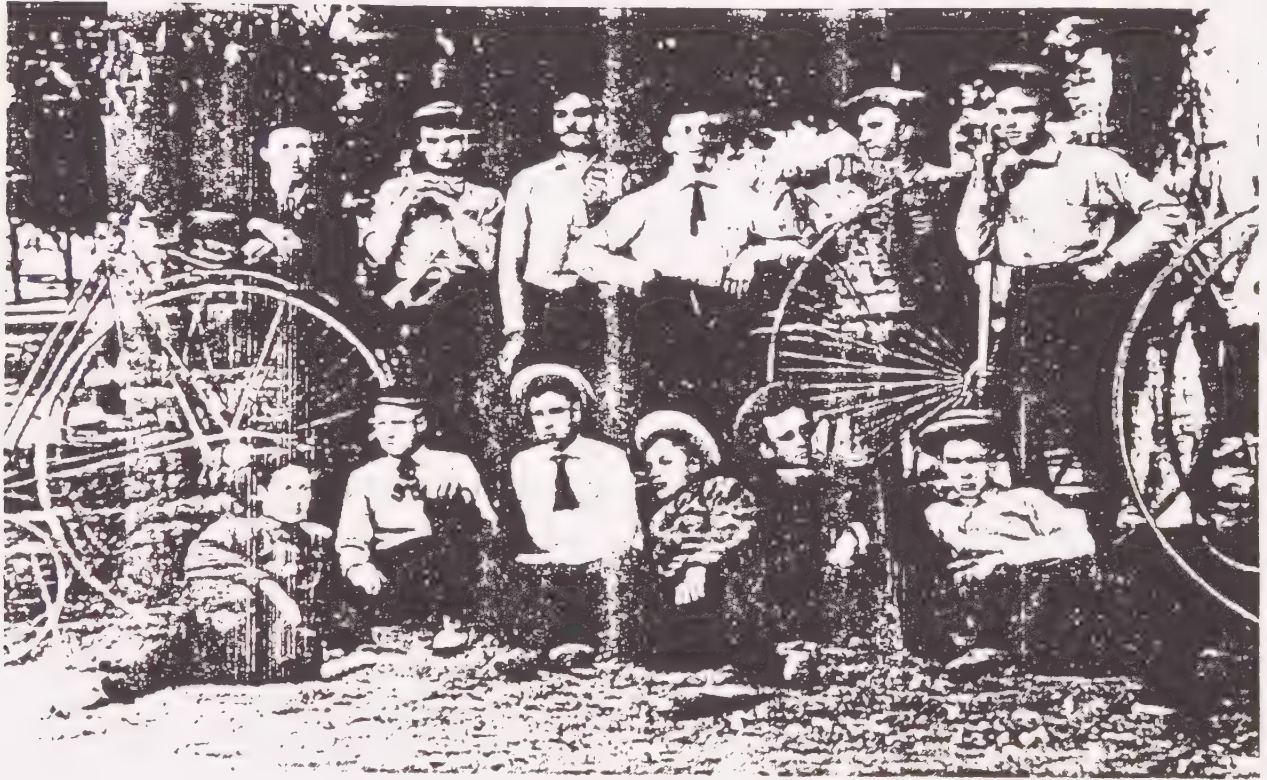
RIDESHARING STATISTICS - CITY EMPLOYEES

MODE	NUMBER OF PARTICIPANTS	PERCENTAGE OF PARTICIPANTS
Solo	647	44%
Two-Person Carpool	300	20%
Three-Person Carpool	285	19%
Commuter Shuttle (will be deleted)	59	6%
Bicycling	56	4%
Transit Users	50	4%
Vanpools	0	0%
Walking	50	3%

Source: City of Pasadena Department of Public Works

Appendix I
Mayor's Task Force Bicycle Report

THE PLAN TO MAKE PASADENA BICYCLE-FRIENDLY



Pasadena Bicycle Club, 1887

Report of the Mayor's Bicycle Task Force
Presented to the Pasadena City Council
National Bicycle Day
Tuesday, May 21, 1991

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OVERVIEW

The Mayor's Bicycle Task Force was established by Mayor Jess Hughston and the Board of City Directors in January, 1991 to explore issues and develop programs which will promote bicycling in Pasadena for recreation and fitness and as a transportation alternative.

With the strong support and encouragement of Mayor Hughston and the solid cooperation of City Departments -- especially the Public Works Department, the Recreation Department and the Police Department, the Mayor's Bicycle Task Force has evaluated a wide range of issues relating to bicycle use and promotion in Pasadena. We have developed a series of recommendations which can make Pasadena a leader in bicycling and alternative transportation.

In addition to general recommendations, our Task Force has specific recommendations in three major areas: 1) transportation, 2) recreation, and 3) safety, education and promotion. Some of the recommendations of the Task Force can be quickly implemented. Others will require further study and refinement.

We are pleased to have served the City of Pasadena as the Mayor's Bicycle Task Force, and we pledge our continued efforts in planning, advocacy and implementation of these recommendations which are designed to meet Mayor Hughston's mandate of making Pasadena bicycle-friendly.

BICYCLING IN PASADENA: A PROUD HISTORY

Bicycling in Pasadena has a renowned hundred year history. The Crown City Cycle Club was formed in 1894 with forty-five members, and in July, 1895 they had a 1/3 mile cycling track at Lincoln and Hammond. At that same Pasadena had fourteen bicycle dealers. The California Cycleway Company was incorporated August 23, 1897 by the visionary Horace Dobbins to develop an elevated wooden veloway from Pasadena to downtown Los Angeles along the route that subsequently became the Arroyo Seco/Pasadena Freeway. Dobbins' farsighted plan was rudely interrupted by the advent of the automobile. In the 1932 Los Angeles Olympics, bicycle events were staged on a wooden track in the Rose Bowl. The wood was then used in Myron Hunt's La Casita del Arroyo which overlooks the Lower Arroyo.

Since the 1932 Olympics, the Arroyo Seco has continued to be an important area for cycling activity. Widely used as a starting and destination points for tours and rides, the Arroyo is also a favorite site for the use of the bicycle for fitness and racing. The Rose Bowl loop has served as a major training ground for regional, national and Olympic caliber cyclists since the forties, including world-class riders such as the Soviet national team which trained there last year, Olympians, national team members and professional cyclists. Local clubs, such as the Pasadena Athletic Association, which began around the 1932 Olympics, the Los Angeles

Sheriff's Department team, and the Montrose Cycle Club, train there on a regular basis.

There have been previous efforts to encourage bicycle use in our city. The current system of bike lanes and routes was established as the result of a citizen's committee which met in 1974. Some of that group's recommendations were implemented including Pasadena's current lane and route system. Unfortunately, key recommendations were left unaccomplished: such as the continuation of a city bikeway committee, the development of secure bicycle parking at key places, the inclusion of bikeways in planning of streets, streetscapes, parks and open spaces and other developments, and a mandate that bicycles should be fully considered in planning, design, operation and maintenance of all surface streets in the city. In 1981 a review of the earlier plan and a thorough safety study was conducted and reaffirmed the committee's conclusions.

With the increasing popularity of bicycles and ever increasing congestion and air pollution problems associated with cars, it is now appropriate to look again at ways to promote bicycling and alternative forms of transportation. We of the Mayor's Bicycle Task Force realize that we are heading down a path traveled twice before. Having reviewed the previous reports and come to similar conclusions, we wonder what happened to the follow-through on these recommendations. Our challenge is to identify the means for the implementation of these oft-repeated goals. We do not want to be a another paper task force.

GENERAL RECOMMENDATIONS

1. Bicycle Friendly Policy

The City should adopt a policy to make Pasadena a place where bicycling is encouraged and fostered. The City should take the position that all streets are bikeways. Safety, education and facilities should be provided as an ongoing part of transportation and recreational planning and programs. Bicycling should be a major element of the transportation section of the General Plan currently under revision.

2. Major Bicycling Center

Pasadena should set a goal of becoming a major center of bicycling, known for leadership in promoting both transportation and recreation programs.

3. On-going Bicycle Committee

A Bicycle Committee should be established to work on an on-going basis with the City of Pasadena, the Transportation Advisory Commission and the Parks & Recreation Commission, the Unified School District, Pasadena City College and businesses and organizations to implement Pasadena's Bicycle Plan and to make Pasadena bicycle friendly. The committee should be established with an operational budget, staff

support and one member appointed by each city council member. In addition to one appointment from his district, the mayor should appoint two members at large.

Another approach would be to establish a joint bicycle committee composed of two representatives of the Transportation Advisory Commission, two representatives of the Parks & Recreation Commission, and a fifth member appointed by the Mayor who would serve as chair.

4. Annual Bicycle Festival

The city should work with community organizations and businesses to develop a major annual bicycle festival similar to CYCLEXPO held at this year's Arroyo Seco Earth Festival. The festival should include exhibits, workshops, clinics, and a multi-day stage race.

5. Bicycle Coordinator

Responsibility for the coordination of bicycle programs should be established within the City. The bicycle coordinator should work with the Bicycle Committee, Public Works Department, the Police Department, the Recreation Department, schools and other agencies, businesses, and community organizations to develop facilities and safety programs.

TRANSPORTATION

Bicycles need to be recognized as an increasingly important and effective part of the transportation mix. This is substantiated by these factors:

1. Sixty percent of auto trips are under five miles.
2. Public transportation (if available) moves at a snail's pace to limited locations.
3. More crowding on highways and freeways slows traffic and frazzles nerves.
4. Continued dependence on oil leads to ecological degradation, smog, and war.

If these were the only reasons to use a bike, it would be enough to balance any argument against. Then why don't people ride bikes? Some people feel they don't have the fitness or technical skills required; however, average fitness levels are sufficient for trips under five miles, and skills will come with training and practice. More difficult obstacles to overcome are the lack of facilities: secure parking, company showers, lockers, wider curb lanes, and bike lanes. Perhaps even more difficult is overcoming the lack of general awareness of the problems we face. Education of bike riders on the safe use of public streets must take place

concurrent with the education of the motoring public to the rightful place of the bike in sharing the road.

Considering recent world events, making Pasadena bike-friendly takes on a more urgent tone. Construction facilities and incentives to cyclists are urgently required. Transit management plans must aggressively promote cycling.

The bike might not be a panacea, but it can make a major contribution to transportation solutions, and it is cheap and available now.

The Mayor's Bicycle Task Force makes the following recommendations to promote and facilitate the use of bicycles as an alternative transportation mode:

1. Five Percent Goal

Current estimates are that two percent of transit trips in our region are by bicycle. The city should establish a ten year goal of increasing that proportion to five percent.

2. Parking in New Developments

Ordinances that require new developments to provide car parking should also require numerically and functionally adequate bicycle parking.

No universal rule can dictate how much bicycle parking is numerically adequate. The number of bicycle parking spaces required in various "bicycle friendly" U.S. cities ranges from 5% to 10% of the number of required automobile parking spaces. For Pasadena, the greater of 5% (10% for recreational uses) or two spaces, is a reasonable initial requirement. Enough parking should be provided to ensure that spaces are not used to capacity. Bicyclists who find no vacant bicycle parking spaces at their destination may simply turn around and go home; next time they may feel compelled to drive a car. Commuters would be unlikely ever to take such a chance at all.

Likewise, no single type of parking facility will be functionally adequate for all needs. Classes 2 and 3 bicycle parking facilities (see Appendix 2: Definitions) can be used for short-term parking, whereas long-term parking requires Class 1. A mix of Class 1, 2, and 3 bicycle parking facilities is advisable, depending on the land use. (For a good example of a mix of requirements, see Appendix 3: Minimum Off-Street Bicycle Parking Requirements, Palo Alto, CA).

A restrictive phrase in the Pasadena Municipal Code Section 10.40.130(B) which requires that "bicycles should be parked only in such places" should be revised to read "only bicycles should be parked in such places." The intent of that paragraph is to restrict other vehicles from parking in bicycle parking spaces rather than limit bicycle

parking options.

3. Parking in Existing Developments

Existing developments should be at first be encouraged and, after a reasonable period of time, required to provide bicycle parking at the same levels required for new developments. In the interim, the city should provide 150 bicycle parking spaces in appropriate locations as street furniture.

4. Parking at Large Public Events

At public events where large crowds gather--for instance sports events, concerts, and conventions--promoters should be required to provide Class 1 bicycle parking facilities at numerically adequate levels. A temporary check-in service would satisfy this requirement. The availability of the service should be advertised in the promoter's publicity.

5. Bicycle Commuters

Employers should be required to provide Class 1 bicycle parking, shower facilities, and clothes lockers in proportion to the workforce expected to occupy the premises. (See Appendix 4: Proposed Employee Shower and Clothes Locker Ordinance.)

6. Bikeways

All streets (not just ones designated as a bikeway) should be planned, designed, constructed, and maintained to facilitate shared usage by bicycles and motor vehicles. (See Appendix 5: Proposed Capital Improvements Resolution.) This may involve parking restrictions or restriping multi-lane roads to provide wider curb lanes. Where sufficient space does not exist to provide wide curb lanes in both directions, width preference should be given to the uphill direction.

Any street patch (not just ones on recently repaved streets) that fails to meet smoothness criteria within one year should be redone by the original contractor at no cost to the City of Pasadena.

7. Maps

Bicycle maps are typically one of two types: route or suitability. Route maps show just a few preferred streets (or designated bike routes) connecting key points within the city. Suitability maps usually involve a complete street rating system where all (or most) streets are rated and coded for their "bicycling suitability." Suitability factors include lane width, traffic volume, traffic speed, intersections, traffic controls, pavement, and parking.

As an immediate priority, the city should produce a bicycle route map of the existing bikeway system. This map should be distributed free of charge at area bicycle shops, libraries, schools, and the Chamber of Commerce.

Over the longer term, the city should assess the suitability of all Pasadena streets and produce a corresponding suitability map. No single street is best for all users. A suitability map allows each cyclist to choose the streets that are suited for his particular skill and use. It offers many more choices for trip start/end points than a route map, and thus serves the needs of a larger number of riders.

With respect to liability considerations, Appendix A of Ref [TBD] contains an excellent discussion of legal liability issues. It cautions that a public agency should carefully avoid making statements that a designated bicycle route is "safe" or that it is "safer" than some non-designated route.

8. Design Standards

Bicycle parking facilities should conform to minimum design standards such as those contained in Appendix 6: Proposed Bicycle Parking Facility Design Standards.

9. Parking Fees

Since it is in the public interest to encourage bicycle use, users of bicycle parking facilities should not be charged a fee where automobile parking is free. Where a fee is charged, the amount should be assessed in proportion to the cost of the facility used by that vehicle class; i.e., a bicycle parking fee should be much less than an automobile parking fee because bicycle parking facilities cost much less than automobile parking facilities.

10. Facility Priorities

We have been requested by the Director of Public Works to prioritize bicycle capital improvement spending. We recommend the following priorities:

- A. Provide bicycle parking devices for visitors at City premises (e.g., libraries, schools, parks, city hall, police station, civic center, convention center).
- B. Provide bicycle parking devices at public parking lots owned or operated by the City. See Appendix 7: Proposed Locations.
- C. Develop a bicycle route map of Pasadena. See Transportation Recommendation 7.
- D. Provide 150 bicycle parking devices in appropriate locations as street furniture. A mix of Classes 1, 2, and 3 facilities is advisable as determined by the specific

needs at each location.

11. Transit Interface

The City needs to work with transit agencies to develop bicycle parking at all major bus and rail stops and park-and-ride facilities. Bicycle access on public transportation should be facilitated.

Specifically, Pasadena should provide 100 bicycle lockers at the adopted Light Rail stations, and provide 50 bicycle lockers for bike and ride purposes on various express and local bus routes.

12. In-service Training for Transportation Staff

The City should conduct an in-service training/education course on bicycle transportation or send appropriate staff to such programs. John Forester has developed and taught a cycling transportation engineering course through the University of California Extension Program based on his text, Bicycle Transportation. This course combines lectures with on-road cycling to demonstrate the needs and realities of transportation engineering in contrast to common misconceptions.

RECREATION

Bicycling is an ideal and increasingly popular form of recreation and fitness. Such fun uses of the bike are often the initiation to bicycling for people who will go on to use their bikes for shopping, chores and going to work. Promoting such activity is part of developing a bicycle culture and a broad appreciation for the bicycle which will help make Pasadena bicycle-friendly.

The City of Pasadena should help promote the recreation and fitness benefits of cycling through a systematic and sustained program designed to make our city a center of bicycling and alternative transportation.

Here are recreational programs which our Task Force recommends:

1. Devil's Gate Practice Path

The Task Force endorses the establishment of a bicycle racing practice track as part of the Devil's Gate Multi-Use Project. The track should loop the Devil's Gate basin and could also double as a service road for the facility. The Devil's Gate practice track would be an outstanding addition to the Rose Bowl loop for racers and could relieve the congestion and safety problems which now occur there.

2. Rose Bowl Recreational Activity

The Rose Bowl loop with its scenic and gently undulating terrain, unbroken by cross traffic, has always been a unique natural magnet where cyclists can safely concentrate on technical skills with no interruption by intersections and minimal interruption from traffic.

From beginners learning to look over their shoulders without weaving to racers honing their skills with interval pacing workouts (all of which can be difficult or dangerous to practice anywhere else), all cyclists can benefit from this unique and beautiful environment.

The Rose Bowl area has been a major regional center of bicycling activity for decades. Training rides now occur twice a week during the bicycle racing season. It is also widely used by walkers, joggers, rollerskaters and others. All this activity and the presence of cars present safety concerns which we feel can be alleviated while recreational aspects are enhanced through a phased approach.

The first step is to establish the **ARROYO SECO RECREATIONAL ZONE**. Traffic planning and enforcement there should be designed to enhance recreational uses and to minimize the Arroyo Seco's use as a transportation corridor. Signs which identify the Arroyo Seco as a recreational area should be posted.

A. Phase One

1. Restructure the traffic pattern to facilitate recreational purposes in the Arroyo Seco and Rose Bowl loop.
2. Create additional space for bicyclists on the inside lane of the Rose Bowl loop by restriping the streets.
3. Remove the stop signs at Rosemont and Washington. Install a stop sign at Washington & Rosemont so that southbound auto traffic must stop.
4. Remove north/south stop signs at Rosemont and Arroyo Boulevard while taking steps to ensure safety at that intersection.
5. Change the striping along Rosemont Blvd. from Brookside Clubhouse to the intersection of Arroyo Blvd. to create two southbound lanes and one northbound lane.
6. Remove all street parking along the inside lane of the Rose Bowl loop.

B. Phase Two

1. Make the loop around the Rose Bowl into a one-way "traffic circle."
2. Limit vehicle access to the Rose Bowl area except during special events.
3. Remove stop signs for clockwise traffic and place stop signs only for merging traffic.

C. Phase Three

1. Prohibit vehicle traffic in the Arroyo Seco except for special events.
2. Construct a bridge from Rose Bowl Drive to bring cars into the Brookside golf course and Rose Bowl parking system.

3. Youth Racing Program

The Recreation Department, working in cooperation with bicycle clubs, schools and community organizations, should help establish a youth racing program with training and competition in road and track racing.

This youth racing program could provide a healthy, low-cost recreational outlet for Pasadena's young people along the lines of the Little League or the AYSO model, while increasing their bicycle proficiency and safety.

4. Pasadena Velodrome

The City of Pasadena should encourage the exploration of the feasibility of and financing for a velodrome/multi-use facility. The potential for a public and private partnership for the development of a velodrome should be fostered, and outside funding sources such as the Amateur Athletic Foundation should be assessed. Such a facility could serve multiple purposes including concerts, plays, rollerskating, civic events and other uses. A prime site would be at the southeast corner of the intersection of Seco Street and West Drive. Another potential site might be in Eaton Canyon.

5. Mountain Bike Paths

A. Arroyo Seco

A mountain bike path linking the mountain reaches of the Arroyo Seco to the Los Angeles River bike trail should be established. A new trail along the west side of the flood control channel is now being developed and should be dedicated to bike and pedestrian use.

The city ordinance which prohibits bike use in sections of the Arroyo Seco should be revised to allow bike access while ensuring protections for horses, pedestrians, vegetation and the terrain. Current prohibitions predate the advent of mountain bikes and are no longer appropriate. The trail system in the Angeles National Forest has firmly established that bikes, horses and people can get along together very well.

B. Eaton Canyon

A mountain bike trail system linking Eaton Canyon with the San Gabriel River bike trail and the Mount Wilson Toll Road should be developed.

C. Santa Fe Right-of-Way

The Santa Fe right-of-way should be developed as a cycling and alternative transportation corridor.

SAFETY/EDUCATION/PROMOTION

Safety is perhaps the biggest barrier to more widespread bicycle use. Educational programs need to be developed which address both bicyclists and motorists. Both groups need to know and observe the rules of the road and the laws of physics.

There are enormous incentives and societal inducements for cars, such as free parking and the entire highway network. Pasadena should take the lead in promoting the transportation and recreational advantages of two-wheeled vehicles.

The Task Force recommends:

1. Bicycle Safety Program

The Transportation Division of Public Works and the Pasadena Unified School District, in conjunction with Pat Hines of Safe Moves, should develop and secure funds for a "Safe Moves" bicycle safety program in the public and private schools.

2. Adult Education

An adult education program that includes classes on cycling proficiency, safety, and mountain biking should be offered through PCC's Kaleidoscope adult education program and the Recreation Department's activities. We highly recommend the "Effective Cycling" program certified by the League of American Wheelmen as a key element of this program.

3. Youth Racing Program

Establishment of a youth racing program operated by a local non-profit group with possible funding from the Amateur Athletic Foundation and other sources.

4. Bicycling Promotion

Pasadena's Communications Department should coordinate a city promotional program using city publications, facilities and modern marketing techniques. Slogans such as "Pasadena is a Bicycle Zone," "Pasadena is Bicycle Friendly -- Share the Road" would be helpful.

5. Bike to Work Programs

The City should sponsor a Bike to Work day promotion on the first Monday of every month. The City should also observe May as Bicycle Month and the third week of May as Bike to Work week.

6. Colorado Boulevard Bicycle/Pedestrian Mall

The City, in conjunction with the Chamber of Commerce, the Old Pasadena Business and Professional Association and other merchants, should transform Colorado Blvd on an occasional basis into a pedestrian/bicycle mall with sidewalk sales, cafes, and pedicabs. This would provide an attractive draw for local merchants and give added prominence to Colorado Boulevard and to bicycling.

OTHER RECOMMENDATIONS

In our short but intensive study of how the bicycle, as tool and toy, relates to our city, many examples of creative bike/city thinking emerged which do not fit into the major categories.

- We recommend that two fully-equipped and maintained mountain bikes be kept at each paramedic or fire station and at any facility with responsibility of emergency services coordination to respond to any major earthquake that renders roads impassible.
- We suggest that Pasadena Heritage design their next architectural tour for bikes only.
- We hope that the Rose Bowl will consider the recreational impacts of more events.
- We recommend that the City consider the negative impacts of speed humps for cyclists and instead promote the "bicycle boulevard" concept as an alternative to restrict speed and through traffic. The bicycle boulevard has barriers in the middle of

a block which restrict the through passage of motor vehicle but not bicycles. Residents and others can enter at each end.

CONCLUSION

Pasadena has great potential to become a bicycle-friendly city. The weather, terrain and size of our city make it ideal for commuting and shopping. The bikeway system, the beautiful tree-lined streets, and the relatively low level of auto congestion make it great for recreational and fitness riding. Our location at the base of the San Gabriel Mountains makes Pasadena great for the increasingly popular sport of mountain biking. Finally, at the Rose Bowl, we already have a world-class racing and recreational facility at virtually no cost to the City.

These are important resources to our City. We urge the City to capitalize on these assets, many of which are unique to Pasadena.

Our recommendations call for the development of some physical facilities, but more importantly they are directed at the development of a bicycle culture: a community where bicyclists are welcomed and respected for their contribution to alternative transportation, environmental awareness and fitness. Such a culture begins with safety education for all bike riders and motorists, includes programs which promote the fun and fitness aspects of the bike and its unique place in the regional transportation mix, and extends all the way to encouraging the racers who represent the heroic aspect of cycling as one of our most exciting and dynamic sports. Almost anyone can participate in bicycling in some way, and it should be a City goal to foster that participation and to lead Southern California in bicycle promotion.

All the riding members of our Task Force agree that the Pasadena area -- with its many beautiful and sometimes challenging roads, and with political leadership committed to bicycling and alternative transportation -- is well on the way to being bike-friendly.

We urge the City of Pasadena to make Mayor Jess Hughston's vision of a bicycle-friendly city a reality.

APPENDIX 1: MEMBERS - MAYOR'S BICYCLE TASK FORCE

Tim Brick, Chairman
 Alice Frost Thomas
 Donna Whaley
 Kevin Lake, M.D.
 Gordon Bagby
 Scott Brink
 Jeff Morseberg
 Arthur Palmer
 Dennis Crowley
 Thelma Vickroy
 Dr. Gene Wester
 Richard Vernon

Arroyo Seco Council
 Parks & Recreation Commission
 Auto Club Safety Coordinator.
 Cardiologist
 Transportation Commission
 Pasadena Athletic Association
 United States Cycle Federation
 Student
 Citizen/Cyclist
 Citizen/Cyclist
 JPL Bicycle Commuters Committee.
 Xerox Bicycle Commuter

City Staff

Cynthia Kurtz
 Robert Baderian
 Lt. Robert Huff
 Sgt. Dennis Grammer
 Sarah Gallup
 Lisa Fowler

Director, Public Works Department
 Acting Director, Recreation Dept.
 Police Department
 Police Department
 Rose Bowl/Arroyo Seco Department
 Recreation Department

APPENDIX 2: DEFINITIONS

Class 1 bicycle parking facility (for long-term parking): Protects against theft of entire bicycle and of its components and accessories. Bicycle lockers, check-in facilities, monitored parking, and restricted access parking areas are some, but not the only, examples of this level of security. The facility must also protect the bicycle from inclement weather, including wind-driven rain. [see Palo Alto, 18.83.060, (c)(1)]

Bicycle Locker: Consists of a fully enclosed space accessible only to the owner or operator of the bicycle. This space may also serve other purposes.

Check-in Parking: The bicycle is delivered to and left with attendant(s) with provision for identifying the bicycle's owner. The stored bicycles are accessible only to the attendant(s).

Monitored Parking: Provides Class 2 facilities within an area under constant surveillance.

Restricted Access Parking: Provides either: (1) Class 3 facilities within a locked room or locked enclosure accessible only to the owners or operators of bicycles parked within, or (2) Class 2 facilities within the common locked garage area(s) of a multiple family residential development which is accessible only to residents of the units in the development for whom the garage is provided.

Class 2 bicycle parking facility (for short-term parking): A stationary object to which the user can lock the frame and both wheels with a user-provided lock. Facility should be designed so that the lock is protected from physical assault.

Class 3 bicycle parking facility (for short-term parking): A stationary object to which the user can lock the frame and both wheels with a user-provided 6 foot (1.8 m) cable (or chain) and lock.

Class 4 bicycle parking facility (other): Any rack or object which can support a bicycle but which cannot be employed to secure enclose the bike frame and both wheels with either a six foot cable or a high-security U-lock. We recommend that these shall be considered unacceptable.

APPENDIX 3: MINIMUM OFF-STREET BICYCLE PARKING REQUIREMENTS, PALO ALTO, CA)

18.83.080 Design standards – Tables.

Dimensions for Parallel Parking Spaces

Use	Minimum Off-Street Parking Requirement	Minimum Bicycle Parking Requirement Spaces	Class*
Accessory employee housing or guest cottage	1 space per unit	none	
Administrative office services:			
(a) In the LM district	1 space for each 27.9 sq. m. (300 sq. ft.) of gross floor area	10% of auto parking	1
(b) In all other districts	1 space for each 23.2 sq. m. (250 sq. ft.) of gross floor area	10% of auto parking	1
Animal care facilities	1 space for each 32.5 sq. m. (350 sq. ft.) of gross floor area	10% of auto parking or 1 space—whichever is greater	1
Automobile service station	1 space for each 32.5 sq. m. (350 sq. ft.) of gross enclosed floor area, plus queue capacity equivalent to the service capacity of gasoline pumps	none	
Automotive services:			
(a) Enclosed	1 space for each 32.5 sq. m. (350 sq. ft.) of gross floor area	none	
(b) Open lot	1 space for each 46.5 sq. m. (500 sq. ft.) of exterior sales, display, or storage site area	none	
Business and trade schools	1 space for each 4-person capacity, or 1 space for each 23.2 sq. m. (250 sq. ft.) of gross floor area, whichever is greater	10% of auto parking	2 –covered
Churches and religious institutions	1 space for each 4 seats or 4- person capacity, based on maximum use of all facilities at the same time	10% of auto parking	2
Commercial recreation	1 space for each 4 seats or 4- person capacity	30% of auto parking	1
Community facilities, including swim club, tennis club, golf course, community centers, neighborhood centers, and similar activities	1 space for each 4-person capacity based on maximum use of all facilities	30% of auto parking	1
Convalescent facilities	1 space for each 2.5 patient beds	10% of auto parking	2 –covered
Day care centers, day care homes, family day care homes, and residential care homes	(a) Day care centers: 1 space for each 1.5 employees (b) Day care homes: 2 spaces per dwelling unit, of which one space shall be covered (c) Family day care homes: 2 spaces per dwelling unit, of which one space shall be covered (d) Residential care homes: 2 spaces, of which one space shall be covered, for resident owners or tenants Where such uses are conditional, to be established by use permit conditions	None Where such uses are conditional, to be established by use permit conditions	
Drive-up windows providing services to occupants in vehicles	Queue line for 5 cars, not blocking any parking spaces, in addition to other applicable requirements	none	

Use	Minimum Off-Street Parking Requirement	Minimum Bicycle Parking Requirement Spaces	Minimum Bicycle Parking Requirement Class ^a
Eating and drinking services:			
(a) With drive-in or take out facilities	3 spaces for each 9.3 sq. m. (100 sq. ft.) of gross floor area	1 space per 4.3 sq. m. (100 sq. ft.)	50%—1 50%—3—covered
(b) All others	1 space for each 4 seats or 4-person capacity	10% of auto parking	50%—1 50%—2—covered
Financial services:			
(a) Bank, savings & loan office	1 space for each 13.9 sq. m. (150 sq. ft.) of gross floor area	10% of auto parking	2—covered
(b) Others	1 space for each 23.2 sq. m. (250 sq. ft.) of gross floor area		
General business services:			
(a) Enclosed	1 space for each 32.5 sq. m. (350 sq. ft.) of gross floor area	10% of auto parking	1
(b) Open lot	1 space for each 46.5 sq. m. (500 sq. ft.) of sales, display, or storage site area	10% of auto parking	3
Hospitals	1 space for each 1.5 patient beds	10% of auto parking	1
Hotel	1 space per guestroom; plus the applicable requirements for eating and drinking, banquet, assembly, commercial or other as required for such use, less 75 percent of the spaces required for guestrooms	10% of auto parking	2—covered
Lodging	1 space for each lodging unit, in addition to other residential use requirements	1 space per lodging unit	1
Manufacturing:			
(a) In the LM district	1 space for each 27.9 sq. m. (300 sq. ft.) of gross floor area	10% of auto parking	1
(b) In all other districts	1 space for each 46.5 sq. m. (500 sq. ft.) of gross floor area	10% of auto parking	1
Medical, professional, and general business offices:			
(a) In the LM district	1 space for each 27.9 sq. m. (300 sq. ft.) of gross floor area	10% of auto parking	1
(b) In all other districts	1 space for each 23.2 sq. m. (250 sq. ft.) of gross floor area	10% of auto parking	1
Mortuaries	1 space for each 4 seats or 4-person capacity, plus funeral procession queue capacity of 5 cars	none	
Multiple-family residential use	1.25 spaces per studio unit, 1.5 spaces per 1-bedroom unit, and 2 spaces per 2-bedroom or larger unit; of which at least one space per unit must be covered	1 space per unit	1

^a See Section 18.83.060(c).

OFF-STREET PARKING REGULATIONS 18.83.080

Use	Minimum Off-Street Parking Requirement	Minimum Bicycle Parking Requirement Spaces	Minimum Bicycle Parking Requirement Class ^a
Personal services	1 space for each 13.9 sq. m. (150 sq. ft.) of gross floor area	10% of auto parking	2 – covered
Private clubs, lodges, and fraternal organizations	1 space for each 4 seats or 4-person capacity based on maximum use of all space at one time	10% of auto parking	2
Research and development:			
(a) In the LM district	1 space for each 27.9 sq. m. (300 sq. ft.) of gross floor area	10% of auto parking	1
(b) In all other districts	1 space for each 23.2 sq. m. (250 sq. ft.) of gross floor area	10% of auto parking	1
Retail:			
(a) Intensive	1 space for each 13.9 sq. m. (150 sq. ft.) of gross floor area	10% of auto parking	2 – covered
(b) Extensive	1 space for each 32.5 sq. m. (350 sq. ft.) of gross floor area	10% of auto parking	2 – covered
(c) Open lot	1 space for each 46.5 sq. m. (500 sq. ft.) of sales, display, or storage site area	10% of auto parking	3
Schools and educational facilities:			
(a) Grades K-8	2 spaces per teaching station	1 space per every 3 students	3 – enclosed
(b) Grades 9-12	4 spaces per teaching station	1 space per every 2 students	3 – enclosed
Shopping center	1 space for each 25.6 sq. m. (275 sq. ft.) of gross floor area	10% of auto parking	1
Single-family residential use			
(a) In the O-S district	4 spaces per unit, of which one space must be covered	none	
(b) In all other districts	2 spaces per unit, of which one space must be covered	none	
Two-family residential use	1.5 spaces per unit, of which one space per unit must be covered	none	
Warehousing and distribution:			
(a) In the LM district	1 space for each 27.9 sq. m. (300 sq. ft.) of gross floor area	none	
(b) In all other districts	1 space for each 92.9 sq. m. (1,000 sq. ft.) of gross floor area	none	
Any use not specified	To be determined by the director of planning and community environment	To be determined by the director of planning and community environment	

^aSee Section 18.83.060(c).

APPENDIX 4: PROPOSED EMPLOYEE SHOWER AND CLOTHES LOCKER ORDINANCE

(Excerpt from Palo Alto Municipal Code, Title 18, Zoning)

In commercial and industrial zone districts, employee shower facilities and clothes lockers are required as follows:

Employee shower facilities shall be provided for any new building constructed, and for any addition or enlargement of an existing building or use in compliance with the following table.

Use	Gross Floor Area of New Construction	Number of Showers Rqd
Medical professional	0 - 9,999 sq. ft.	0
General business offices	1,000 - 19,999 sq. ft.	1
Financial services	2,000 - 49,999 sq. ft.	2
General business services	5,000 sq. ft. and up	4
Business and trade schools		
Colleges and universities		
Research & development		
Manufacturing		
Government or special district facilities designated for employee occupancy, educational facilities, etc.		

Use	Gross Floor Area of New Construction	Number of Showers Rqd
Retail	0 - 24,999 sq. ft.	0
Eating and drinking	2,000 - 49,999 sq. ft.	1
Personal services	5,000 - 99,999 sq. ft.	2
Automobile services	10,000 sq. ft. and up	4

If only one shower is provided, it will be designed for use by both sexes. If multiple showers are provided, they will be allocated in proportion to gender. In any development with at least four showers, only two have to be designed for handicapped employees. Where employee shower facilities are required, one clothes locker shall be provided for each required bicycle parking space.

APPENDIX 5: PROPOSED CAPITAL IMPROVEMENTS RESOLUTION

Be it resolved that henceforth all streets and highways lying within the corporate boundaries of the City of Pasadena (hereafter called "the City") and within the jurisdiction of the city should be planned, designed, constructed, and maintained to incorporate the needs of the bicyclist. In particular, all future capital improvements to those streets which are part of the bicycle master plan previously adopted by the City Board of Directors should be specifically analyzed for the inclusion of bike facilities and bikeways, wide curb lanes, signage, and striping, and implemented wherever appropriate. In addition, improvements to these streets, such as speed bumps, humps or street diverters, shall incorporate provisions for the passage and use of bicycles. Moreover, any bikeway facility that is removed as a result of construction or road improvement must be replaced unless an alternate route is approved. All future construction of railroad crossings, drainage grates, bridge expansion joints, and any other roadway improvement anywhere in the City shall be designed to permit the safe and ready passage of bicycles.

APPENDIX 6: PROPOSED BICYCLE PARKING FACILITY DESIGN STANDARDS

A. **Clearance.** Class 2 and Class 3 facilities shall provide at least an 18-inch (0.45 m) clearance from the centerline of adjacent bicycles on the left and right, and at least 10 inches (0.25 m) to walls or other obstructions.

On one side of each bicycle this clearance shall be at least 24 inches (0.60 m), and shall allow the user to lock the bicycle to the facility. This access space may be shared by adjacent bicycles. Where the design permits, the access clearance should be increased to 30 inches (0.75 m).

B. **Aisle.** An aisle or other space shall be provided to bicycles to enter and leave the facility. This aisle shall have a width of at least 5 feet (1.5 m) to the front or the rear of a standard 6 foot (1.8 m) bicycle parked in the facility. Such space shall have a vertical clearance of at least 6 feet (1.8 m).

C. **Support.** Parking facilities shall support bicycles in a stable position without damage to wheels, frame, or components.

D. **Convenient Location.** Bicycle parking shall be located no farther from a main entrance of the building than the distance to the most convenient car parking area.

E. **Visible Location.** Class 2 and Class 3 facilities should be located in highly visible areas to minimize theft and vandalism.

F. **Separation from Cars.** Bicycle and car parking areas shall be separated by a physical barrier to protect parked bicycles from damage by cars.

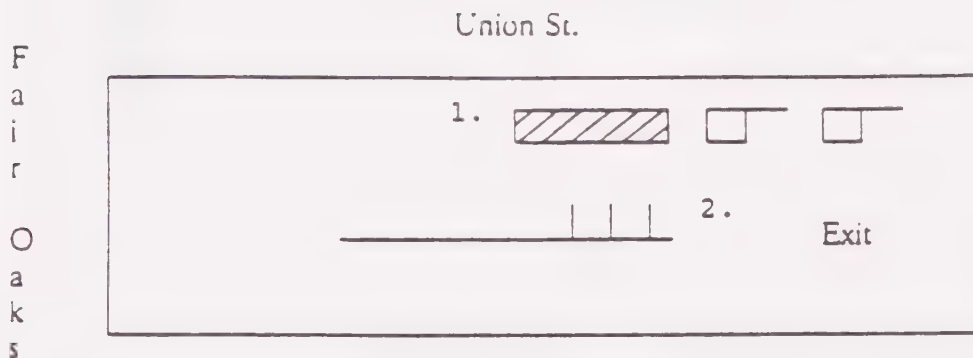
G. **Ground Surface.** The outside ground surface shall be finished or planted in a way that avoids mud and dust, but paving is not required.

H. **Signage.** Where bicycle parking areas are not clearly visible to approaching bicyclists, signs should indicate the locations of the facilities. Where Class 1 parking is provided by Restricted Access Parking, a sign shall be posted at the entrance to the parking area stating that the bike enclosure shall be kept locked at all times.

I. **Review Authority.** The Director of Public Works shall have the authority to review the design of all bicycle parking facilities required by this ordinance with respect to safety, security, and convenience.

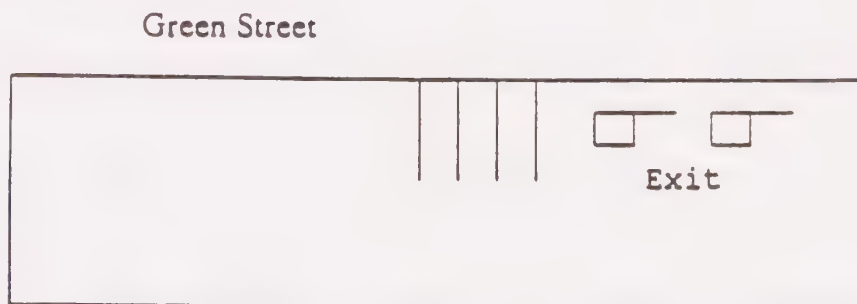
APPENDIX 7: PROPOSED BICYCLE PARKING AT CITY OWNED PARKING STRUCTURES

FAIR OAKS/UNION LOT



1. Existing cross hatched area, due to inadequate head clearance for vehicles, can be used for lockers only, because of partially restricted line of sight from attendant. No loss of existing auto parking.
2. Stalls across aisle in full view of attendant are the best location for racks.

GREEN STREET LOT



1. Stalls adjacent to attendant booths best for mix of racks and lockers.

DE LACEY LOT

De Lacey Street



1. Existing motorcycle parking to remain.
2. Short term spaces best for mix of lockers and racks. Due to proximity of movie theater, a higher ratio of lockers is recommended.

APPENDIX 8: FUNDING RESOURCES

The development of funding resources is critical to the implementation of this plan. These are some of the significant untapped funding resources available to make Pasadena bicycle-friendly.

Proposition 108 -- The Commuter and Urban Rail Transit and Intercity Rail Program, passed by the voters in June, 1990, provides for some funding of bicycle projects where they interface with transit. The exact amount of funds available for bicycle program will depend on the kinds of projects approved.

Proposition 111 -- Commuter bike lanes and bikeways to relieve congestion could be funded by this legislation approved by the voters in June, 1990. Approximately \$15.5 million is available over the next ten years to fund local highways, transit, and freeway projects. Monies are received from the recent five cent increase in the gas tax. Both Proposition 108 and 111 funds are administered by the Environmental Enhancement and Mitigation Program which is part of the California Resources Agency. Bike projects must be shown to enhance the environment to be considered for funding. Bicycle projects must compete for these funds with other projects, such as landscaping and purchases of resource lands.

Proposition 116 -- This bill provides funds for rail, ferryboat and public bicycle transportation. The California Transportation Commission has developed guidelines for the rail portion. The bicycle and ferryboat guidelines will be completed shortly. This could benefit bicycle programs to the tune of \$20 million.

AB 820 TDA Funding -- This bill provides 2% of Transportation Development Act funding for non-motorized transportation, including bikeways and bicycle facilities. This provides about \$37,000 per year to the city of Pasadena.

CALTRANS Bicycle Lane Account Program -- Caltrans distributes up to \$360,000 each year to cities and counties to build bicycle commuter facilities. This could include striping a street or bike lane, building a separate path to avoid a narrow or congested areas or constructing parking facilities at major public sites.

State Highway Bicycle Lane Account -- A minimum of \$360,000 a year is budgeted by Caltrans for this account used to improve bicycle transportation along state highways.

Proposition C -- Los Angeles County Proposition C devotes sales tax revenue to transit. The funds will be administered by the County Transportation Commission. Forty percent of the funds will be spent at the discretion of the LACTC which will consider bike-related projects.

AQMD -- Air Quality Management District regulations in the Los Angeles area require large employers to reduce the number of people who drive to work. At many locations, showers and bike lockers are being provided to encourage bicycle commuting.

Federal Aid Interstate Funds -- Funds could be used to construct bikeway facility that is parallel to a freeway.

Local Transportation Funds -- Funds available for design and construction and maintenance of bikeway facilities from county and regional sources.

Amateur Athletic Foundation -- Funds are still available from the 1984 Olympics to promote cycling and other recreational activities and facilities. This funding might be available for a youth racing program or a velodrome.

Parking Fees -- These fees are a potential revenue source which can provide for bicycle facilities, while providing a disincentive for automobile use.

APPENDIX 9: BIBLIOGRAPHY

NB: The Pasadena Public Library has a special shelf in the reference section devoted to bicycle issues with excellent material on many aspects of bicycling and transportation. The Library has also developed a useful bibliography. We list here the most relevant publications.

American Association of State Highway and Transportation Officials. Guide for the Development of New Bicycle Facilities. Washington, D.C.: Author, 1981.

Fletcher, Ellen. bicycle Parking, 6th ed., Palo Alto, CA: Author, 1983.

Fletcher, Ellen, comp., Bicycle Parking Products, 1991, ed., Palo Alto, CA: Author, 1991.

Forester, John. Bicycle Transportation. Cambridge, Mass.: MIT Press, 1983.

Forester, John. Effective Cycling. Cambridge, Mass.: MIT Press, 1986

San Diego County Bicycle Coalition. Bicycle Security Devices: A guide to User-Compatible Devices, Types, and Locations Suitability. San Diego, CA: Author, July, 1989.

Wilkinson, Wm. C., and Moran, Catherine G. Selecting and Designating Bicycle Routes, A Handbook. WIL Washington, D.C.: Bicycle Federation of America, 1986.

APPENDIX 10: LIST OF LOCAL BICYCLE CLUBS

Pasadena Athletic Association, 1670 E. Walnut, CA 91107

Pasadena Mountain Bike Club, Box 6101, Altadena, CA 91001

Mount Wilson Bicycle Association, Box 80370, San Marino, CA 91118, (818) 795-3836

Foothill Bicycle Club, Box 90312, Pasadena, CA 91109

LA Sheriff's Department Racing Team, 5871 National Place, Chino, 91710

Montrose Cycle Club, Box 502, Montrose, CA 90032

Dennison Clinchers, 6220 Whittier Blvd., Los Angeles, CA 90022

Bike to Work Committee, Tim & Jenny Russell, (818) 794-6278.

Appendix J
PM Peak Hour Screenline Volumes and LOS

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Los Robles Ave.	Washington Blvd.	Minor Arterial	4	600	2400	1642	0.68
Los Robles Ave.	Mountain St.	Minor Arterial	2	600	1200	598	0.50
Los Robles Ave.	Orange Grove Blvd.	Principal Arterial	4	800	3200	1798	0.56
Los Robles Ave.	Villa St.	Collector	4	420	1680	480	0.29
Los Robles Ave.	Maple St.	Minor Arterial	2	600	1200	425	0.35
Los Robles Ave.	Corson St.	Minor Arterial	2	600	1200	736	0.61
Los Robles Ave.	Walnut St.	Minor Arterial	4	600	2400	2227	0.93
Los Robles Ave.	Union St.	Collector	3	420	1260	762	0.60
Los Robles Ave.	Colorado Blvd.	Principal Arterial	4	800	3200	1268	0.40
Los Robles Ave.	Green St.	Collector	3	420	1260	1328	1.05
Los Robles Ave.	Cordova St.	Collector	4	420	1680	1456	0.87
Los Robles Ave.	Del Mar Blvd.	Minor Arterial	4	600	2400	2588	1.08
Los Robles Ave.	California Blvd.	Principal Arterial	4	800	3200	2801	0.88
Los Robles Ave.	Glenarm St.	Minor Arterial	2	600	1200	520	0.43
Los Robles Ave.	Totals				27480	18629	0.68

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Altadena Dr.	Washington Blvd.	Minor Arterial	4	600	2400	782	0.33
Altadena Dr.	Mountain St.	Collector	2	420	840	145	0.17
Altadena Dr.	Orange Grove Blvd.	Principal Arterial	4	800	3200	1360	0.43
Altadena Dr.	Villa St.	Collector	2	420	840	487	0.58
Altadena Dr.	Maple St.	Minor Arterial	2	600	1200	166	0.14
Altadena Dr.	Corson St.	Minor Arterial	2	600	1200	1470	1.23
Altadena Dr.	Sierra Madre Blvd.	Principal Arterial	6	800	4800	920	0.19
Altadena Dr.	Foothill Blvd.	Minor Arterial	4	750	3000	1393	0.46
Altadena Dr.	Colorado Blvd.	Principal Arterial	4	960	3840	1593	0.41
Altadena Dr.	Del Mar Blvd.	Minor Arterial	4	750	3000	1599	0.53
Altadena Dr.	Totals				24320	9915	0.41

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
California	Orange Grove	Minor Arterial	4	900	3600	1944	0.54
California	St. John	Minor Arterial	3	750	2250	1385	0.62
California	Pasadena	Minor Arterial	3	600	1800	1773	0.99
California	Fair Oaks Ave.	Principal Arterial	4	800	3200	2248	0.70
California	Arroyo Pkwy.	Principal Arterial	6	800	4800	2743	0.57
California	Marengo Ave.	Minor Arterial	4	600	2400	1629	0.68
California	Los Robles Ave.	Principal Arterial	2	800	1600	1490	0.93
California	El Molino Ave.	Minor Arterial	2	600	1200	482	0.40
California	Lake Ave.	Principal Arterial	4	800	3200	1328	0.42
California	Wilson Ave.	Collector	2	420	840	481	0.57
California	Hill Ave.	Minor Arterial	2	600	1200	558	0.47
California	San Gabriel	Principal Arterial	4	800	3200	2114	0.66
California	Totals				29290	18175	0.62

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Fair Oaks Ave.	Washington Blvd.	Minor Arterial	4	600	2400	1220	0.51
Fair Oaks Ave.	Mountain St.	Minor Arterial	4	600	2400	723	0.30
Fair Oaks Ave.	Orange Grove Blvd.	Principal Arterial	4	800	3200	1359	0.42
Fair Oaks Ave.	Villa St.	Collector	2	420	840	281	0.33
Fair Oaks Ave.	Maple St.	Minor Arterial	2	600	1200	911	0.76
Fair Oaks Ave.	Corson St.	Minor Arterial	2	600	1200	1263	1.05
Fair Oaks Ave.	Walnut St.	Minor Arterial	4	600	2400	1362	0.57
Fair Oaks Ave.	Union St.	Collector	3	420	1260	551	0.44
Fair Oaks Ave.	Colorado Blvd.	Principal Arterial	4	800	3200	1408	0.44
Fair Oaks Ave.	Green St.	Collector	3	420	1260	651	0.52
Fair Oaks Ave.	Del Mar Blvd.	Minor Arterial	4	600	2400	1581	0.66
Fair Oaks Ave.	California Blvd.	Principal Arterial	4	800	3200	1752	0.55
Fair Oaks Ave.	Glenarm St.	Minor Arterial	2	600	1200	741	0.62
Fair Oaks Ave.	Totals				26160	13803	0.53

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Hill Ave.	Washington Blvd.	Minor Arterial	4	750	3000	1602	0.53
Hill Ave.	Mountain St.	Minor Arterial	2	560	1120	458	0.41
Hill Ave.	Orange Grove Blvd.	Principal Arterial	4	960	3840	1496	0.39
Hill Ave.	Villa St.	Collector	2	560	1120	611	0.55
Hill Ave.	Maple St.	Minor Arterial	3	750	2250	981	0.44
Hill Ave.	Corson St.	Minor Arterial	3	750	2250	1828	0.81
Hill Ave.	Walnut St.	Minor Arterial	4	750	3000	1922	0.64
Hill Ave.	Colorado Blvd.	Principal Arterial	4	960	3840	2132	0.56
Hill Ave.	Green St.	Collector	3	560	1680	995	0.59
Hill Ave.	Cordova St.	Collector	4	560	2240	591	0.26
Hill Ave.	Del Mar Blvd.	Minor Arterial	4	750	3000	1935	0.65
Hill Ave.	San Pasquel St.	Collector	2	560	1120	186	0.17
Hill Ave.	California Blvd.	Principal Arterial	4	960	3840	1975	0.51
Hill Ave.	Totals				32300	16712	0.52

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Madre/Sierra Madre Villa	Del Mar Blvd.	Minor Arterial	4	750	3000	1152	0.38
Madre/Sierra Madre Villa	Colorado Blvd.	Principal Arterial	4	960	3840	1701	0.44
Madre/Sierra Madre Villa	Foothill Blvd.	Minor Arterial	4	750	3000	1827	0.61
Madre/Sierra Madre Villa	Orange Grove Blvd.	Principal Arterial	4	800	3200	787	0.25
Madre/Sierra Madre Villa	Sierra Madre Blvd.	Principal Arterial	6	800	4800	1292	0.27
Madre/Sierra Madre Villa	Totals				17840	6759	0.38

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Villa St.	Fair Oaks Ave.	Principal Arterial	2	1120	2240	1641	0.73
Villa St.	Marengo Ave.	Minor Arterial	4	900	3600	863	0.24
Villa St.	Los Robles Ave.	Principal Arterial	4	1120	4480	1422	0.32
Villa St.	El Molino Ave.	Minor Arterial	2	900	1800	455	0.25
Villa St.	Lake Ave.	Principal Arterial	4	1120	4480	2829	0.63
Villa St.	Wilson Ave.	Collector	2	700	1400	729	0.52
Villa St.	Hill Ave.	Minor Arterial	4	900	3600	1210	0.34
Villa St.	Sierra Bonita Ave.	Collector	2	700	1400	159	0.11
Villa St.	Allen Ave.	Principal Arterial	4	1120	4480	1752	0.39
Villa St.	Craig Ave.	Collector	2	700	1400	229	0.16
Villa St.	Altadena Dr.	Principal Arterial	4	1120	4480	1736	0.39
Villa St.	Sierra Madre Blvd.	Principal Arterial	6	1120	6720	1021	0.15
Villa St.	Sunny Slope Ave.	Collector	2	700	1400	56	0.04
Villa St.	Lincoln Ave.	Minor Arterial	2	900	1800	324	0.18
Villa St.	Total w/o Lincoln				41480	14102	0.34
Villa St.	Total w/Lincoln				43280	14426	0.33

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Walnut/Foothill	Orange Grove	Principal Arterial	4	960	3840	1048	0.27
Walnut/Foothill	Maple	Minor Arterial	3	750	2250	436	0.19
Walnut/Foothill	Pasadena	Minor Arterial	2	750	1500	866	0.58
Walnut/Foothill	Fair Oaks Ave.	Principal Arterial	4	960	3840	2154	0.56
Walnut/Foothill	Marengo Ave.	Minor Arterial	4	750	3000	2091	0.70
Walnut/Foothill	Los Robles Ave.	Principal Arterial	4	960	3840	1439	0.37
Walnut/Foothill	El Molino Ave.	Minor Arterial	2	750	1500	626	0.42
Walnut/Foothill	Lake Ave.	Principal Arterial	6	960	5760	3829	0.66
Walnut/Foothill	Wilson Ave.	Collector	2	560	1120	800	0.71
Walnut/Foothill	Hill Ave.	Minor Arterial	4	750	3000	1708	0.57
Walnut/Foothill	Sierra Bonita Ave.	Collector	2	560	1120	431	0.38
Walnut/Foothill	Allen Ave.	Principal Arterial	6	960	5760	1548	0.27
Walnut/Foothill	Craig Ave.	Collector	2	560	1120	317	0.28
Walnut/Foothill	Sierra Madre Blvd.	Principal Arterial	6	960	5760	1273	0.22
Walnut/Foothill	Altadena	Minor Arterial	4	750	3000	1018	0.34
Walnut/Foothill	San Gabriel	Principal Arterial	4	960	3840	1506	0.39
Walnut/Foothill	Sunny Slope Ave.	Collector	3	560	1680	149	0.09
Walnut/Foothill	Sierra Madre Villa	Minor Arterial	4	750	3000	1563	0.52
Walnut/Foothill	Rosemead	Principal Arterial	4	960	3840	1706	0.44
Walnut/Foothill	Totals				58770	24508	0.42

Appendix J: PM Peak Hour Screenline Counts

SCREEN LINE NAME	CROSS STREET	CLASSIFICATION	# OF LANES	PER LANE CAPACITY	CAPACITY	VOLUME	V/C
Washington Blvd.	Lincoln Ave.	Minor Arterial	4	750	3000	854	0.28
Washington Blvd.	Fair Oaks Ave.	Principal Arterial	4	960	3840	1650	0.43
Washington Blvd.	Marengo Ave.	Minor Arterial	2	750	1500	579	0.39
Washington Blvd.	Los Robles Ave.	Principal Arterial	2	960	1920	1199	0.62
Washington Blvd.	El Molino Ave.	Minor Arterial	2	750	1500	540	0.36
Washington Blvd.	Lake Ave.	Principal Arterial	4	960	3840	2127	0.55
Washington Blvd.	Wilson Ave.	Collector	2	560	1120	75	0.07
Washington Blvd.	Hill Ave.	Minor Arterial	4	750	3000	967	0.32
Washington Blvd.	Sierra Bonita Ave.	Collector	2	560	1120	64	0.06
Washington Blvd.	Allen Ave.	Principal Arterial	4	960	3840	1612	0.42
Washington Blvd.	Altadena Dr.	Principal Arterial	4	960	3840	1049	0.27
Washington Blvd.	Totals				28520	10716	0.38

Appendix K
Description of Level-of-Service

LEVEL OF SERVICE DESCRIPTIONS

Level of Service	TRAFFIC QUALITY	Nominal Range of ICU (a)
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommend ideal design standard.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.	Not Meaningful

(a) ICU (Intersection Capacity Utilization) at various level of service versus level of service E for urban arterial streets.

Source: Highway Capacity Manual, Highway Research Board Special Report 87, National Academy of Sciences, Washington D.C., 1965, page 320.

Appendix L
Capital Improvement Program

Traffic Control and Transit Facilities
FY 1991-1995 CAPITAL IMPROVEMENT PROGRAM

CATEGORY SUMMARY -- BY PROJECT COST

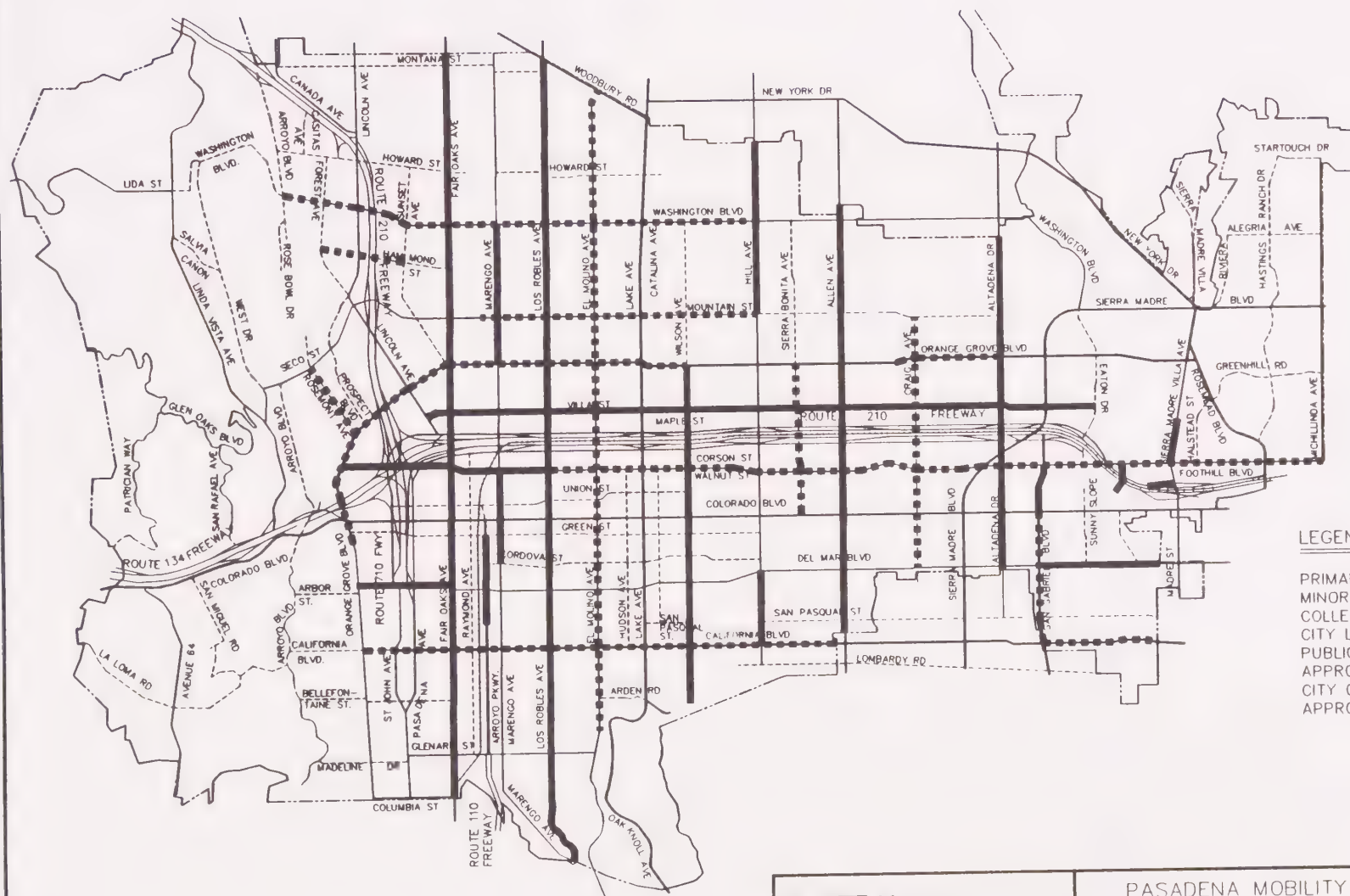
PROJ NO	PROJECT	TOTAL EST. COST	APPROPRIATED THROUGH FY 1990	FY 1991 ADOPTED	FY 1992 TO 1995 EST. COST
01	Computer Based Signal System - Citywide (705335)	6,200,000	5,005,680	32,512	1,161,808
02	Traffic Signal Upgrade (FY 1989-FY 1990) Various Locations (705376)	300,000	300,000	0	0
03	Installation of Speed Humps (705210)	230,000	80,000	60,000	90,000
04	Bus Pads on Colorado Boulevard and on California Boulevard (703512)	195,000	195,000	0	0
05	Linda Vista Avenue - Holly Street Intersection Realignment (705400)	220,000	126,000	0	94,000
06	Traffic Signal Installation - Fair Oaks/Howard and Green/Delacey (705392)	150,000	100,000	50,000	0
07	Oversized Street Name Signs - Various Locations (705426)	60,000	60,000	0	0
08	Traffic Signal Installation Mountain/Sunset and Allen/Casa Grande (705467)	180,000	0	180,000	0
09	Traffic Signal Upgrade (FY 1991-92) Various Locations (705475)	300,000	0	150,000	150,000
10	Bus Benches/Shelters Along RTD Routes (703678)	100,000	50,000	50,000	0
11	Park/Ride Lot Improvements (703660)	560,000	560,000	0	0
12	Dial-A-Ride Bus Signs and Benches (705483)	20,000	0	20,000	0
13	Bicycle Storage Facilities (705491)	15,000	0	15,000	0
14	Guard Rail Replacement - Various Locations (705459)	128,000	6,500	30,000	91,500
15	Pasadena Light Rail Transit Center at Del Mar/Arroyo Parkway (705509)	13,700,000	0	13,700,000	0
16	Traffic Signal Upgrade (FY 1993-94) Various Locations	300,000	0	0	300,000
17	Bikeway Development - Phase III (705327)	80,000	0	0	80,000
18	Sierra Madre Blvd at Washington/Eaton and at Orange Grove - Installation				

Traffic Control and Transit Facilities
FY 1991-1995 CAPITAL IMPROVEMENT PROGRAM

CATEGORY SUMMARY -- BY PROJECT COST

PROJ NO	PROJECT	TOTAL EST. COST	APPROPRIATED THROUGH FY 1990	FY 1991 ADOPTED	FY 1992 TO 1995 EST. COST
=====	=====	=====	=====	=====	=====
	of Left Turn Lanes	280,000	0	0	280,000
		-----	-----	-----	-----
		23,018,000	6,483,180	14,287,512	2,247,308

Appendix M
City of Pasadena Street Widening Map



- LEGEND**
- PRIMARY ARTERIAL
 - MINOR ARTERIAL
 - COLLECTOR
 - CITY LIMITS
 - PUBLIC WORKS
 - APPROVED WIDENING
 - CITY COUNCIL
 - APPROVED WIDENING

Korve Engineering
 201 S. Lake Ave., Suite 706 (818) 568-9181
 Pasadena, CA 91101 (818) 568-9560 Fax

PASADENA MOBILITY ELEMENT	APPENDIX
APPROVED ROADWAY WIDENINGS	M

Appendix N
Summary of SCAG Regional Mobility Plan

SUMMARY OF REGIONAL MOBILITY PLAN

INTRODUCTION

The Regional Mobility Plan (RMP) is part of an overall regional planning process and is directly linked to and dependent upon SCAG's Growth Management Plan, the Housing Allocation process, and the SCAQMD Air Quality Management. The goal of the Regional Mobility Plan is to recapture and retain the transportation mobility levels of 1984, and the Plan provides specific means to address the goal.

The goals of the plan are:

- To attain and maintain mobility in an environment of rapid population and economic growth.
- To provide sufficient capacity for the transportation demands of people and goods given the adopted growth-management forecast.
- To make the region accessible to everyone, including the elderly, the handicapped, and the transit-dependent.
- To induce changes in travel behavior that will lower the number of home-to-work trips and increase vehicle occupancy.
- To achieve an efficient balance among all modes, including new technologies.
- To maximize use of existing facilities of through system and demand-management techniques.
- To protect the environment and support the region's plans for managing air quality.
- To support a pattern of development that shortens trip lengths through improved job/housing balance.

To promote these goals the following objectives for the ground transportation system have been established.

- Maintain the freeway system at 1987 level of congestion through year 2010.
- Achieve a 19 percent transit share of home-to-work trips by 2010.
- Limit the increase in daily vehicle miles traveled to 60 million miles over the next 20 years.
- Limit the daily vehicle hours of travel at approximately 7,850,000 hours through the year 2010.
- Increase the number of people ridesharing to 1,610,000 by 2010.

- Eliminate 3 million daily home-to-work trips by 2010.
- Reduce transportation emissions back to 1987 level by 2010.
- Fund the \$23.2 billion shortfall in highway, transit and demand management capital costs.
- Fund the \$2.9 billion annual shortfall in highway, transit and demand management operating costs.

Within the Plan are four separate elements: growth management, transportation demand management, transportation systems management, and facility development. Accomplishing the elements of the plan will require commitment from the region's elected officials and a substantially more generous level of funding for transportation improvements than is currently available.

ACTIONS AND STRATEGIES

The RMP proposes a program of actions that foster the interaction of the components of the four elements as mentioned above. The Plan provides policy guidance to regional, county, and local entities, and suggests how private sector groups can help meet the goals. Finally, there are contingency suggestions for approaching the mobility issue if strategic elements in the Plan can not be achieved to the degree assumed. Specific actions recommended under this Plan are:

TRANSPORTATION DEMAND MANAGEMENT PROGRAM

- Eliminate 3 million daily work trips through work-at-home and tele-commuting.
- Increase ridesharing to 1,610,000 daily work-trips.
- Increase transit usage to 1,400,000 daily work-trips.
- Study the implementation of user charges for congestion, peak period use, tolls parking, fuel taxes, and emissions fees.

TRANSPORTATION SYSTEM

- Increase ramp metering and High Occupancy Vehicle (HOV) bypass-lane program.
- Promote advanced signalization and coordination of key intersections throughout the region.
- Improve programs to monitor, control, and respond to traffic incidents.

Taken together, all of these system management efforts must eliminate the equivalent of about 800,000 vehicle hours of delay daily.

HIGHWAY IMPROVEMENT

- Build 1,251 lane-miles of HOV and transitway lanes.
- Build 1,846 lane-miles of additions to existing highways.
- Protect right-of-way for future use.

TRANSIT DEVELOPMENT PROGRAM

- Work with County transportation commissions and operators to implement all projects within the financially constrained program. (The RTD Locally Preferred Alternative, Long Beach, Century, Pasadena, Valley and Coast Light Rail links, and Metro Rail extensions; and Orange County Transitway Program.)
- Identify and create new sources of funds needed to complete the unconstrained program of transit development.
- Work to improve regional and long range planning for transit through better coordination, funding, and delineation of responsibilities.

COMMUTER RAIL PROGRAM

- Study and implement appropriate new commuter services between Los Angeles and South Orange County, Saugus, Ventura/Oxnard, and San Bernardino, and between San Bernardino/Riverside and Orange County.

AVIATION

- Increase capacity and safety of operations at existing air-carrier airports when environmental impacts and ground access can be mitigated.
- Plan for the creation of one or more new air-carrier airports to reduce pressure on the existing system. Each subregion should provide environmentally acceptable capacity within its own market area to serve local short-haul demand.
- Provide appropriate access to the region's commercial airports to meet demand and mitigate local impacts.

GOODS MOVEMENT

- Encourage increased use of inter-modal services.

- Examine trucking and its impact on the economy of the region.
- Explore alternative peak-hour routes and schedules for trucking operations.
- Coordinate local regulations to improve trucking access and movement through the region.

PORTS AND MARITIME

Improve physical access by truck and rail to the Ports of Los Angeles and Long Beach, and to Port Hueneme.

SYSTEM PERFORMANCE

The combined impact of these measures is expected to improve traffic over what would otherwise be expected without the Plan.

LONG-RANGE CORRIDORS

- Plan for the future through the designation of long-range corridors and by establishing a system of Regional Significance.

REVENUE SHORTFALL

Revenues from existing sources will not cover the cost required to fund the various programs called for in the Plan. Approximately 60 percent of the transit capital needs cannot be met with existing revenues, leaving a \$18.1 billion shortfall in the transit capital program. Annual operation and maintenance requirements for the transit and demand management programs also show large deficits.

THE FINANCIAL STRATEGY

Major reliance for increasing revenues to meet the funding shortfalls in the Plan would be on user-based approaches. In addition to the user charges, the Plan financial strategy categorizes gas taxes as user fees, and includes possible congestion charges or tolls. It also would require the removal of the Gann limit on transportation expenditures. Finally, this financial strategy emphasizes flexibility in use of traditional and nontraditional revenue sources to fund necessary transportation improvements.

As financing is such a critical aspect to the implementation of the plan, and because present funding is so inadequate, it must be restated that the entire Plan is built on a series of actions which will require strong leadership in order to bring out the necessary support. Any lessening of the level of achievement in any of the areas will put an added burden on the others to help meet the overall goals, and

possibly force a revision if the deficiency is too great.

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